

THE ILLUSTRATED LONDON NEWS.



BULMER'S Cider

the most popular cider of all



BY APPOINTMENT
TO H.M. THE QUEEN
CIDER MAKERS
H. P. BULMER & CO. LTD
HEREFORD

C.I

PARIPAN ENAMEL

"The more you wash it, the better it looks."

BRITISH OWNED AND BRITISH MADE

PARIPAN LIMITED, LONDON.



BY APPOINTMENT TO HER MAJESTY THE QUEEN
TABLE SALT AND PEPPER MANUFACTURERS • CEREBOS LTD

Cerebos

Salt for dainty tables

RUFFINO

PONTASSIEVE

FLORENCE

*"The Chianti,"
for discriminating palates!*

• BOTTLED ONLY IN ITALY •

OBTAINABLE FROM ALL HIGH CLASS WINE MERCHANTS

MC

BY APPOINTMENT TO HER MAJESTY QUEEN ELIZABETH II

PURVEYORS OF CHAMPAGNE

MOËT & CHANDON

CHAMPAGNE

MAISON FONDÉE EN 1743

DRY IMPERIAL and PREMIÈRE CUVÉE
Vintage 1949 Non-Vintage

MC

Cussons

IMPERIAL LEATHER

LUXURY TOILET AND BATH SOAPS



WILLIAMS & HUMBERT'S
DRY SACK
The World Famous Sherry
SPAIN'S BEST



In four convenient forms:

- VAPEX MEDICATED RUB
- VAPEX INHALER
- VAPEX PASTILLES
- VAPEX INHALANT

to carry with you and use at bedtime

for handkerchief and pillow

From your chemist

TRADE MARK

CLEAR COLD QUICKLY

ALL CLASSES OF INSURANCE TRANSACTED

UNITED BRITISH INSURANCE COMPANY Ltd.

BYRON HOUSE, 7/9, ST. JAMES'S STREET. LONDON, S.W.1

Inventions in Guinness Time... 5

THE GRAMOPHONE

When Father's new phonograph stood in the hall,
He said, with forgivable pride,
"Just think! We'll hear Patti sing Brahms and Scarlatti
Without ever stepping outside!"

But Grandfather said, "It's a shame
To give new-fangled things such acclaim;
That's what you're wrong about—
I make a song about
Guinness—that's always the same!"

"But see," exclaimed Father, "the elegant horn,
The cylinders coated with wax.
With the latest improvements they last a whole movement
(Twice over, including the cracks)."

But Grandfather muttered, "My hat!
It's no good to me, and that's flat!
If I'm to last longer,
I'll have to be stronger—
I need Guinness Goodness for that!"

Guinness is good for you



*"Mark my words, we'll
have no more privacy."*



Looked under your cornerstone lately?

GRIM RELICS sometimes came to light when ancient buildings were demolished to make way for new ones. In days when men worshipped many gods, they offered a human sacrifice to appease the earth god before laying the cornerstone. Today this ritual of protection may involve nothing more than placing a scroll under the cornerstone—hardly a serious gesture to the deities.

However, when the need for protection is real—as in packaging the products of our factories—we are not only serious we are downright insistent in our demands for the very best of protection.

“Fiberite” cases, and cartons made from “Thames Board” provide the essential outer protection

without which the torrent of new products for our expanding economy would slow down to a trickle. And in the warehouse and shop the stout, reliable case, easy to store and handle, is an ambassador of good-will for the manufacturer. The consumer too, gives ready loyalty to the branded, packaged product, knowing as he does that it is unadulterated and in good condition.

For these good reasons, leading manufacturers rely on “Thames Board” cartons and “Fiberite” cases to protect their products and their reputations. And as production flows, and living standards rise, so the demand for Thames Board Mills’ products grows.

THAMES BOARD MILLS LIMITED

THE LARGEST MANUFACTURERS OF BOARD AND PACKING CASES IN BRITAIN

Purfleet, Essex



Warrington, Lancs

Power and Grace . . .



The Sunbeam has won its laurels the hard way — in the heat and strain of gruelling International Rallies.

Year after year Sunbeam has scored success

after success . . . proof enough of power

and dependability of a high order. Yet this outstanding

car has gentle road manners and is generous in the

comfort it offers you. £835 (P.T. £418.17.0).

Overdrive, White-wall Tyres and Overriders available as extras.



Supreme

SUNBEAM

Mark III sports saloon

A ROOTES PRODUCT

THE ILLUSTRATED LONDON NEWS

The World Copyright of all the Editorial Matter, both Illustrations and Letterpress, is Strictly Reserved in Great Britain, the British Dominions and Colonies, Europe, and the United States of America.

SATURDAY, AUGUST 18, 1956.



PREPARING TO ADDRESS THE NATION ON RADIO AND TELEVISION : SIR ANTHONY EDEN BEFORE THE TELEVISION CAMERA.

At 10 p.m. on August 8 the Prime Minister, Sir Anthony Eden, spoke to the nation for 13½ minutes on the Suez crisis. The Prime Minister was seen both on B.B.C. and Independent television, and his speech was broadcast on all the B.B.C.'s domestic sound services as well as on many of the General Overseas Services. Sir Anthony stressed the vital importance of the Suez Canal, which he described as "the greatest international waterway in the

world." He emphasised that if Colonel Nasser's seizure of the Canal were to succeed "each one of us would be at the mercy of one man for the supplies upon which we live." With Colonel Nasser's past record this would be too great a risk. The Prime Minister was confident that the international conference in London could "produce a workable scheme for the future of the Canal," but meanwhile, with so much at stake, we have had to take precautions.

Postage—Inland, 3d.; Canada, 1½d.; Elsewhere Abroad, 2½d. (These rates apply as The Illustrated London News is registered at the G.P.O. as a newspaper.)



By ARTHUR BRYANT.

SOUND relations with other countries seem, as a study of the past suggests, to depend primarily on two things. One is fidelity to well-founded and clearly understood principle. The other is tact, courtesy and understanding in personal relationships on the part of those who represent one's country. In the past, I always feel, this country was singularly fortunate in both these respects and, as a result, our foreign policy was, on the whole, remarkably successful. We made mistakes, of course, like other nations—sometimes very foolish ones, like that caused by Palmerston's unrealistic bluffing over Poland and Denmark, which needlessly lowered our great prestige in Europe at a time when that prestige, rightly used, might have exerted an important influence on the future course—such a disastrous one as it turned out—of European politics. But, on the whole, we made few serious blunders. I believe that the reasons for this were that those who directed and conducted our foreign policy possessed three great assets. They were men of principle, brought up, whatever their personal shortcomings and frailties, in certain clearly defined standards of justice, integrity and honour. They had a very clear idea—almost an hereditary and traditional one, like an old-time farm-labourer's skill in hedging and ditching—of the interests and rights of England, or, if my Scottish, Welsh and Irish readers prefer the aggregate name, of Great Britain. And they were men of manners and of the world, who knew how to do business, stand by a right or drive a bargain without needlessly offending the *amour propre* and human dignity of those with whom they had to deal. Their great prototype was Castlereagh, so curiously reviled in his lifetime by men who had not begun to grasp—like those who a century and more later were to have the power to translate their facile ideas into disastrous practice—the principles on which foreign affairs should be conducted. The revolutionary aristocrat, Talleyrand—who, though no gentleman himself, understood better than any man of his time the gradations of human character and breeding—remarked after first meeting this noble and much misunderstood man, "*Ma foi, comme il a l'air distingué.*" That distinction of appearance and breeding was no mere mask; it was the expression of Castlereagh's spirit and belief, and it was fortunate for Britain and the world, that at a moment when, as a result of her victory in the Napoleonic Wars, she possessed great physical power, she used that power wholly for the good of mankind. The principles that guided Castlereagh and Britain in the Congress of Vienna were simple, but they were all sufficient; to restore Europe—then the arbiter of the world—to peaceful habits, to safeguard and further the maritime trade of Britain, and to secure, provided it could be done by peaceful means and consent, the abolition of the International Slave Trade which, at the darkest hour of the war, Britain—formerly the main beneficiary of that ghastly traffic—had renounced. All these ends furthered the good of mankind, and their successful pursuit made the century between 1815 and 1914—the evil of Bismarck and Prussia notwithstanding—the happiest in human annals.

Castlereagh was only one among many, though he was *primus inter pares*. He represented what Edward Fitzgerald, a boy of five when the great peace-maker went to Vienna, predicted would be the distinguishing mark and glory of England in history, "as the arts were of Greece and war of Rome"—her gentry, who had created Parliament and her free institutions, made the lovely eighteenth-century and Victorian English landscape, and, above all, established the *Pax Britannica* which the Royal Navy and a handful of ill-paid, red-coated soldiery, sweating in stiff tunics under eastern suns, preserved against ambition, fraud and violence. "I am sure," Fitzgerald wrote, "no travel would carry me to any land so beautiful as the good sense, justice and liberality of my good countrymen make this." That same good sense, justice and liberality helped to create beyond the seas other nations which abided by the same standards; Canada, Australia, and New Zealand are to-day rising towers of strength, sanity and peace in a world full, as in the past, of dark, evil forces. It is so easy in such matters to lose a sense of proportion: to fasten, as so many well-meaning writers and orators have done, on some fault, folly or crime of what is styled the British "Imperial" or "colonial" past and fail to see, in a comparative world, how rare and salutary was Britain's exercise of restraint, justice, tolerance and good temper in the days when her people's exertions and fortitude had given her power such as few nations have ever possessed. It was of this that George Santayana, the Spanish-American philosopher, was thinking when he wrote, "Never since the heroic days of Greece has the world had such a sweet, just, boyish master. It will be a black day for the human race when scientific blackguards, conspirators, churls and fanatics manage to supplant him."* It looks as though it may well be a bleak day soon. It was all but one in 1940.

To stand firm on principles, to safeguard the interests of the British people for whom the British Government exists, to act, speak and think as gentlemen, using that much-abused word in its literal and noble sense, these are—or should be—the cardinal points of British foreign policy. The basic moral principles which I believe our country should stand for, and has stood for in her greatest days, are the preservation of peace, resistance to lawless violence which invariably in the end, though ignored or condoned, destroys peace, and scrupulous fidelity to treaty and pledged word. In an imperfect and uncertain world these have to be weighed and balanced against one another and against the legitimate interests of the British people, which it is the Government's duty to safeguard and preserve, but of which the greatest is the observance, and if necessary enforcement, of the moral principles which the nation collectively exists to honour. Thus when we went to war in 1914 and again in 1939, every interest that the British people possessed was ultimately bound up with the enforcement of the moral principles on which, at great individual self-sacrifice, they then took their stand, even though, had they taken that stand earlier, those principles might have been maintained at a far lower cost to themselves and others. As for those legitimate interests themselves, being, except in this supreme matter, material, they vary from age to age according to the circumstances of the time, but they are founded primarily on safeguarding the lives, livelihood and liberties of the British people as individuals. Sometimes the threat to these comes from one source, sometimes from another, like the possession of the Low Countries by an aggressive military Power in the past, or interruption of the flow of our fuel supplies in the world of the internal combustion engine in which we live to-day. On one point for the past three centuries—and never more so than at the present time—British security has consistently depended: the freedom of the seas for our trading ships, which bring us both our food and the raw material of our industrial existence. That is why the creation since the second German war of Russia's vast, and from the point of view of Russia's own defence, completely useless, submarine fleet constitutes a threat to every man and woman in this overcrowded, peace-loving island and why the U.S.S.R.'s apparent proprietary interest in the "nationalisation" of the world's most important international ocean canal and highway is such a portent in the year of grave decision, 1956.

justice and liberality of my good countrymen make this." That same good sense, justice and liberality helped to create beyond the seas other nations which abided by the same standards; Canada, Australia, and New Zealand are to-day rising towers of strength, sanity and peace in a world full, as in the past, of dark, evil forces. It is so easy in such matters to lose a sense of proportion: to fasten, as so many well-meaning writers and orators have done, on some fault, folly or crime of what is styled the British "Imperial" or "colonial" past and fail to see, in a comparative world, how rare and salutary was Britain's exercise of restraint, justice, tolerance and good temper in the days when her people's exertions and fortitude had given her power such as few nations have ever possessed. It was of this that George Santayana, the Spanish-American philosopher, was thinking when he wrote, "Never since the heroic days of Greece has the world had such a sweet, just, boyish master. It will be a black day for the human race when scientific blackguards, conspirators, churls and fanatics manage to supplant him."* It looks as though it may well be a bleak day soon. It was all but one in 1940.

To stand firm on principles, to safeguard the interests of the British people for whom the British Government exists, to act, speak and think as gentlemen, using that much-abused word in its literal and noble sense, these are—or should be—the cardinal points of British foreign policy. The basic moral principles which I believe our country should stand for, and has stood for in her greatest days, are the preservation of peace, resistance to lawless violence which invariably in the end, though ignored or condoned, destroys peace, and scrupulous fidelity to treaty and pledged word. In an imperfect and uncertain world these have to be weighed and balanced against one another and against the legitimate interests of the British people, which it is the Government's duty to safeguard and preserve, but of which the greatest is the observance, and if necessary enforcement, of the moral principles which the nation collectively exists to honour. Thus when we went to war in 1914 and again in 1939, every interest that the British people possessed was ultimately bound up with the enforcement of the moral principles on which, at great individual self-sacrifice, they then took their stand, even though, had they taken that stand earlier, those principles might have been maintained at a far lower cost to themselves and others. As for those legitimate interests themselves, being, except in this supreme matter, material, they vary from age to age according to the circumstances of the time, but they are founded primarily on safeguarding the lives, livelihood and liberties of the British people as individuals. Sometimes the threat to these comes from one source, sometimes from another, like the possession of the Low Countries by an aggressive military Power in the past, or interruption of the flow of our fuel supplies in the world of the internal combustion engine in which we live to-day. On one point for the past three centuries—and never more so than at the present time—British security has consistently depended: the freedom of the seas for our trading ships, which bring us both our food and the raw material of our industrial existence. That is why the creation since the second German war of Russia's vast, and from the point of view of Russia's own defence, completely useless, submarine fleet constitutes a threat to every man and woman in this overcrowded, peace-loving island and why the U.S.S.R.'s apparent proprietary interest in the "nationalisation" of the world's most important international ocean canal and highway is such a portent in the year of grave decision, 1956.

by an aggressive military Power in the past, or interruption of the flow of our fuel supplies in the world of the internal combustion engine in which we live to-day. On one point for the past three centuries—and never more so than at the present time—British security has consistently depended: the freedom of the seas for our trading ships, which bring us both our food and the raw material of our industrial existence. That is why the creation since the second German war of Russia's vast, and from the point of view of Russia's own defence, completely useless, submarine fleet constitutes a threat to every man and woman in this overcrowded, peace-loving island and why the U.S.S.R.'s apparent proprietary interest in the "nationalisation" of the world's most important international ocean canal and highway is such a portent in the year of grave decision, 1956.

* George Santayana, "Soliloquies in England." (Constable and Co.)

THE SUEZ CANAL: SOME VITAL STATISTICS.

Number and net tonnage of vessels of the principal nationalities that passed through the Canal in 1955

Nationality	No. of Transits	Suez Canal Net Tonnage	Nationality	No. of Transits	Suez Canal Net Tonnage
British	4,358	32,789,874	Netherlands	687	4,774,138
Norwegian	1,835	15,594,949	Liberian	1,096	14,030,172
American	380	3,134,238	Danish	379	2,897,246
French	1,217	10,826,255	Swedish	483	3,822,236
Panamanian	904	8,074,498	Greek	273	1,387,280
Italian	1,376	9,220,244	German	377	2,458,621

The number and net tonnage of vessels that have passed through the Suez Canal (including warships), and the transit receipts of the company (in £E), have been as follows:

Year	No. of Transits	Suez Net Tonnage	Receipts	Year	No. of Transits	Suez Net Tonnage	Receipts
1950	11,751	81,795,523	26,700,500	1953	12,731	92,905,439	28,901,200
1951	11,694	80,356,338	26,160,000	1954	13,215	102,493,851	30,338,000
1952	12,168	86,137,037	26,730,000	1955	14,666	115,756,398	32,176,600

The number of passengers (civil and military) who went through the Canal was:

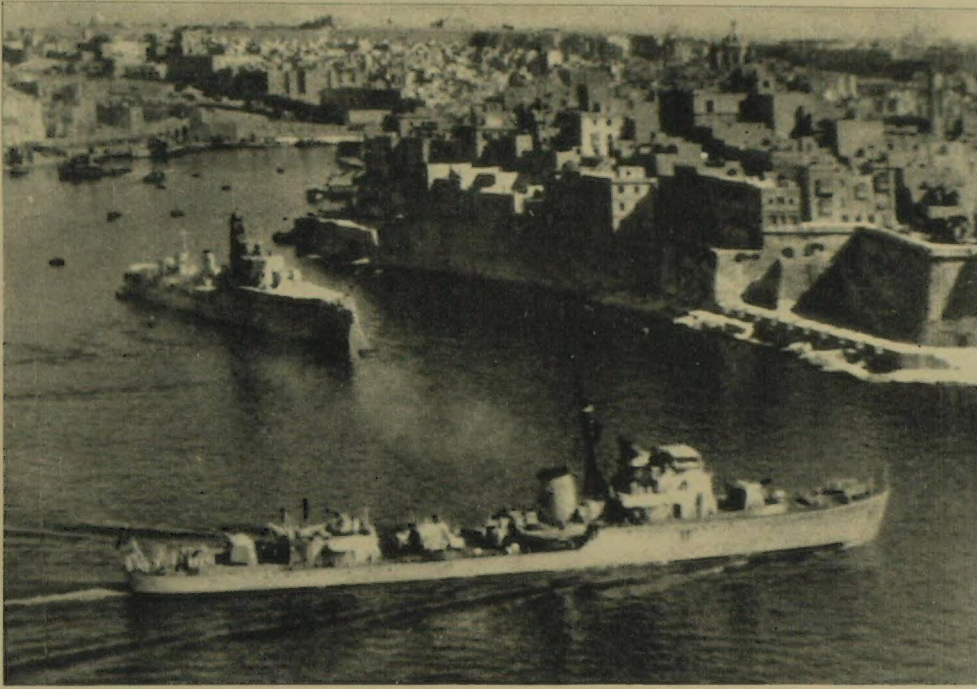
1949	1950	1951	1952	1953	1954	1955
610,951	664,284	588,947	571,416	554,093	537,976	520,774

FACTS ABOUT THE WORLD'S MOST VITAL WATERWAY: THE SUEZ CANAL'S ANNUAL TRAFFIC AND THE COUNTRIES MOST CONCERNED, SHOWN STATISTICALLY.

The Suez Canal, which runs from Port Said to Suez, connecting the Red Sea with the Mediterranean, is 101 miles long. Its minimum width is 197 ft. at a depth of 33 ft., and its depth permits the passage of vessels up to 34 ft. draught. Designed by the Frenchman Ferdinand de Lesseps, the Canal was opened for navigation on November 17, 1869. The Canal is owned by an Egyptian joint-stock company, which was "Nationalised" by Colonel Nasser on July 26. The British Government holds 353,504 shares in the company out of a total of 800,000. The largest scheme of improvement works since the Canal opened was started in January 1955, and was scheduled to spread over five or six years. The effect of the first instalment of improvement works, which were to take about three years to complete, would be to give convoys better facilities to assemble and pass one another, to increase the normal capacity of the Canal from 40 to 48 vessels per day, with a possible peak of 60 vessels per day (in 1954 the average daily number of transiting ships was 36) and to allow the passage of vessels of 36 ft. draught.

Statistics reproduced from "The Statesman's Year-Book," 1956; by courtesy of the publishers, Macmillan and Co., Ltd.

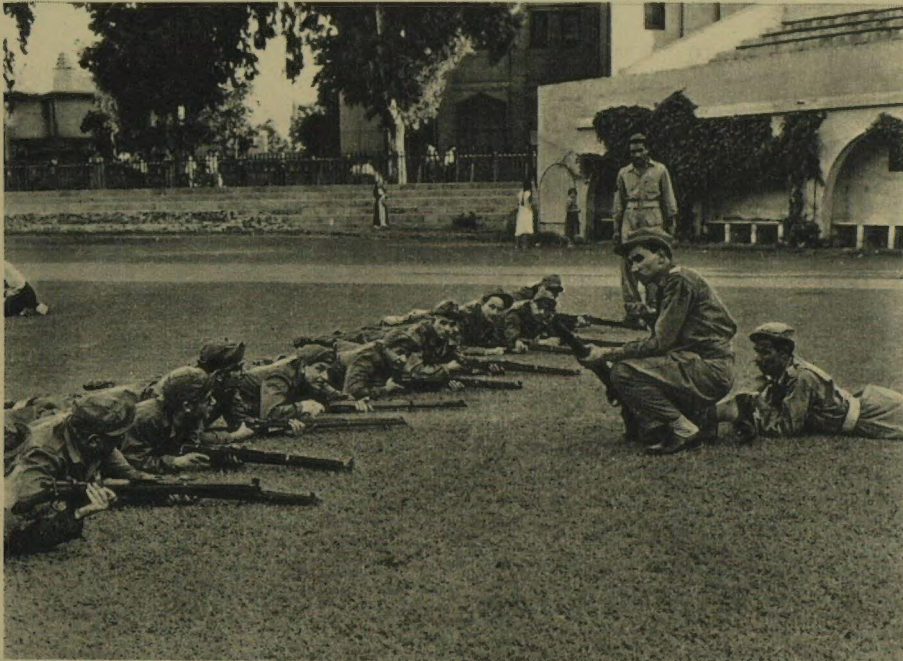
THE SUEZ CRISIS IN EGYPT: A WARSHIP RECALLED, PRESIDENTIAL AND MILITARY ACTIVITIES.



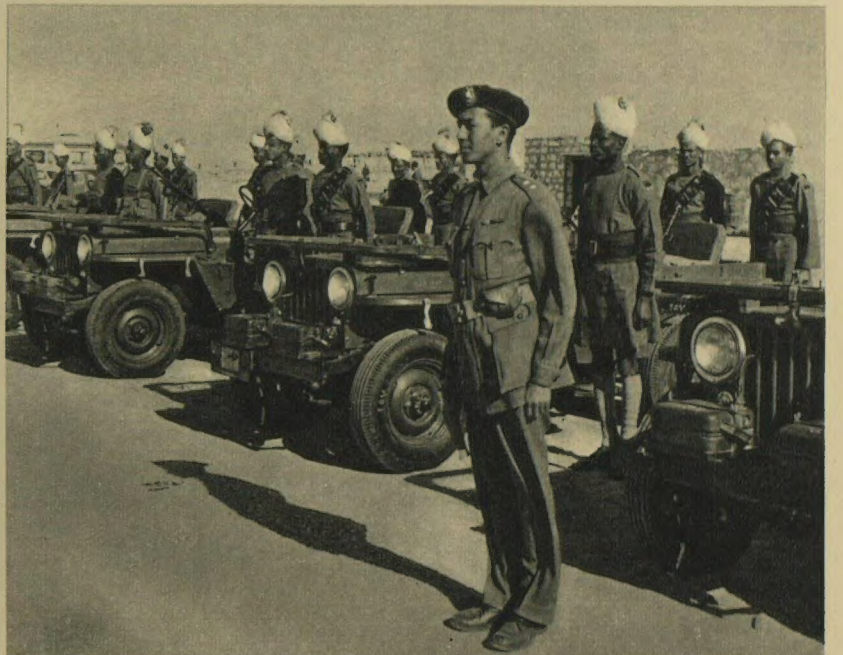
AN EGYPTIAN DESTROYER RECALLED FROM MALTA: THE *IBRAHIM AWAL* PREPARING TO LEAVE VALLETTA HARBOUR, WHERE SHE WAS UNDERGOING A MAJOR REFIT, ON AUGUST 12.



ON THEIR WAY TO A CABINET MEETING IN CAIRO: COLONEL NASSER (L.), AND THE MINISTER OF WAR, GEN. ABDUL HAKIM AMER.



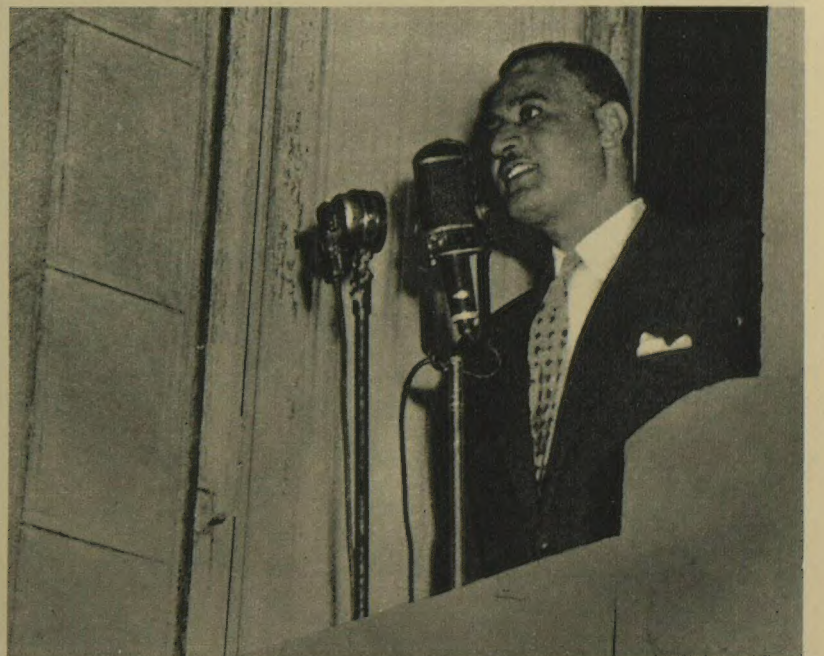
EGYPTIAN MILITARY PREPARATIONS: RECENTLY CALLED UP TEACHERS AND JOURNALISTS UNDERGOING TRAINING AT A SPECIAL FOUR-WEEK COURSE.



A CRACK UNIT OF THE EGYPTIAN ARMY: AN OFFICER AND MEN OF THE CAMEL CORPS, NOW EQUIPPED WITH THE LATEST JEEPS SPECIALLY PREPARED FOR DESERT TREKS, AWAITING INSPECTION.



MEMBERS OF EGYPT'S NEW "NATIONAL ARMY OF LIBERATION": WOMEN VOLUNTEERS ARE TAUGHT HOW TO HANDLE RIFLES BY A NATIONAL GUARD OFFICER IN CAIRO.



ADDRESSING EGYPTIAN EMPLOYEES OF THE SUEZ CANAL COMPANY: COLONEL NASSER SPEAKING AT A WINDOW OF THE PRESIDENCY IN CAIRO.

Since the development of the Suez crisis steps have been taken in Egypt to strengthen her military organisation. On August 9 Colonel Nasser signed a decree for the formation of an "army of national liberation." This will be under the command of the Minister of Education, Major Kamal Eddin Hussein, and will comprise the National Guard (a sort of Home Guard already in existence), youth battalions and volunteers between the ages of eighteen

and fifty. Meanwhile, Egyptian regular troops have been closely guarding vital points on the Canal as well as the offices and other buildings of the Suez Canal Company. At the time of writing, the Egyptian Government had taken no steps regarding the Egyptian warships recently bought from this country and still in harbours here. But on August 12 the Egyptian destroyer *Ibrahim Awal* left Valletta Harbour, Malta, a fortnight ahead of schedule.



REMOVING THE "MOTHBALLS": SOME OF THE TANK LANDING CRAFT, MOORED AT LLANELLY DOCK, WHICH HAVE NOW BEEN PREPARED FOR SERVICE.

THE SUEZ CRISIS: BRITISH TROOP MOVEMENTS AND PREPARATIONS; EVACUEES FROM EGYPT; A LINER USES THE CANAL; AND FRENCH WARSHIPS AT TOULON.



FLYING TO THE MEDITERRANEAN: TROOPS OF THE 3RD INFANTRY BRIGADE FILING ON TO ONE OF THE BRITANNIAS WHICH LEFT HURN AIRPORT ON AUGUST 12.



THUMBS UP AND SMILES FROM THE TROOPS COMFORTABLY SEATED IN ONE OF THE BRITANNIAS, WHICH HAD BEEN SPECIALLY ADAPTED TO CARRY THEM.



READY TO EMBARK FOR "AN UNKNOWN DESTINATION": SOME OF THE MILITARY VEHICLES WHICH HAD BEEN ASSEMBLED NEAR NEWPORT BEFORE BEING LOADED ON TO ONE OF THE MERCHANT SHIPS REQUISITIONED BY THE GOVERNMENT.



SAILING FROM DEVONPORT FOR THE MEDITERRANEAN ON AUGUST 7: THE LIGHT AIRCRAFT-CARRIER OCEAN WITH ARTILLERY AND SUPPORTING UNITS ON BOARD.



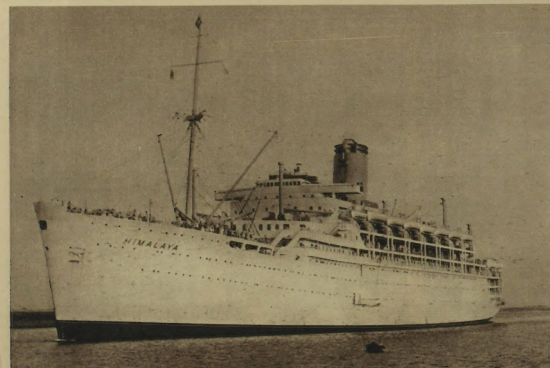
ALL SET FOR THEIR DEPARTURE: TROOPS OF NO. 1 ARMY GROUP, ROYAL ARTILLERY, LINING THE SIDES OF H.M.S. OCEAN AS SHE PREPARES TO SAIL.



ANOTHER DEPARTURE FOR THE MEDITERRANEAN: THE TROOPSHIP DILWARA SAILING OUT OF SOUTHAMPTON AFTER SOME DELAY ON AUGUST 10.



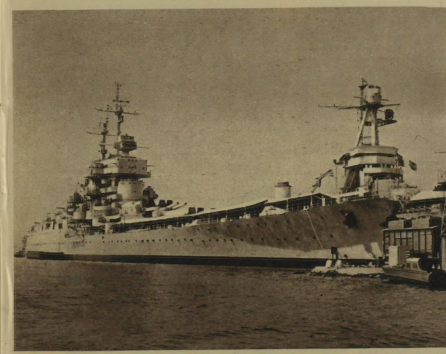
MILITARY PREPARATIONS IN LIBYA: MEN OF THE 10TH ARMoured DIVISION WORKING ON THEIR VEHICLES IN A TANK PARK IN THE LIBYAN DESERT.



SAILING THROUGH THE SUEZ CANAL ON AUGUST 1: THE LINER HIMALAYA, WHICH WAS THE FIRST BIG BRITISH PASSENGER VESSEL TO USE THE CANAL SINCE ITS NATIONALISATION.



EVACUATED FROM EGYPT: FAMILIES OF EMPLOYEES OF THE SUEZ CONSTRUCTION CO. SEEN ON ARRIVAL AT LONDON AIRPORT.



READY TO SAIL AT SHORT NOTICE: THE 35,000-TON FRENCH BATTLESHIP JEAN BART, WHICH IS STATIONED AT "ALERT" AT TOULON.



LYING IN READINESS AT TOULON WITH THE MAJORITY OF THE FRENCH FLEET: THE 11,000-TON AIRCRAFT-CARRIER LAFAYETTE.

As had been widely expected, Colonel Nasser, in his special Press conference at Cairo on the evening of August 12, announced that Egypt would not attend the international conference on the Suez crisis, which was due to start in London on August 16. Of the other twenty-three nations invited to the conference only Greece had declined. The conference was to open at Lancaster House with the Foreign Secretary, Mr. Selwyn Lloyd, in the chair.

While preparations for the conference were in hand the Government has also been proceeding with its military preparations, the importance of which was stressed by the Prime Minister in his broadcast speech on August 8. Though Sir Anthony Eden stressed that Britain was not seeking to solve the Suez problem by force, he pointed out that it was absolutely vital, with so much at stake, to be completely prepared in this emergency. Since the

departure of the parachute troops on board the aircraft-carrier *Theseus* (illustrated on pages 262 and 263), several further Army units have left this country for the Mediterranean by sea and air. After two postponements the airlift of troops from Hurn and Blackbushe Airports in Hampshire began on August 12, and was expected to last for a week. Troops of the 3rd Infantry Brigade were flown from Hurn Airport in three B.O.A.C. turbo-prop Bristol

Britannias, specially adapted to carry 100 men each. Meanwhile "Operation Nursery," the airlift of several hundred wives and children of British employees in the Suez Canal Zone, began on August 9. These civilians have been advised, not ordered, to leave Egypt, and careful preparations have been made for their reception in this country. Since the commencement of the crisis a large portion of the French Fleet has been lying in readiness at Toulon.

AT HOME AND ABROAD: THE C.I.G.S. CONFERENCE; AND OTHER EVENTS.

"EXERCISE SNOWFIRE"—THE C.I.G.S. CONFERENCE AT CAMBERLEY: A PHOTOGRAPH TAKEN AT GENERAL SIR GERALD TEMPLER'S FIRST ANNUAL CONFERENCE AS CHIEF OF THE IMPERIAL GENERAL STAFF.

The annual C.I.G.S. conference was held at Camberley from August 8 to 10 and was attended by senior officers of Commonwealth countries. This photograph, taken during "Exercise Snowfire," as the conference was called, shows (l. to r.) front row: Lieut.-General Sir William Oliver; Lieut.-General Sir Francis Festing; Rear-Admiral R. D. Watson; General Sir Charles Loewen; Brigadier Muttukumaru (Ceylon); Admiral Sir Guy Russell; General Sir Robert Mansergh; General S. M. Shrinagesh (India); Mr. E. W. Playfair (Permanent Under Secretary); Major-General C. E. Weir (New Zealand); General Sir Cameron Nicholson; Lieut.-General H. D. Graham (Canada); General Sir Gerald Templer; Lieut.-General Sir Henry Wells (Australia); General Sir Richard Gale; Major-General Sir H. B. Kloppe (South Africa); Mr. Fitzroy Maclean (Parliamentary Under Secretary); General Mohammad Ayub Khan (Pakistan); General Sir George Erskine; Lieut.-General C. R. Hardy; Major-General S. Garlake (Rhodesia); General Sir Lashmer Whistler; Air Vice Marshal L. F. Sinclair; Lieut.-General Sir Geoffrey Evans and Lieut.-General Sir Dudley Ward.

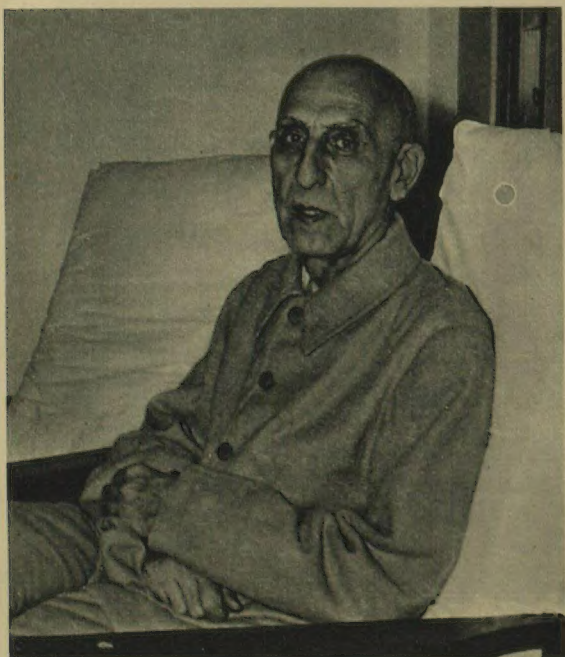


ADMIRING HER PRESENT: PRINCESS IRENE OF THE NETHERLANDS LOOKING AT A CAKE PRESENTED TO HER BY THE DUTCH ROYAL AIR FORCE. Princess Irene, second daughter of the Queen of the Netherlands and Prince Bernhard, celebrated her seventeenth birthday on August 5. Among her presents was this large iced cake from the Dutch Royal Air Force which the Princess can be seen admiring with her father (left) and her mother, H.M. Queen Juliana (right).



SAILING IN FAIREY FOX: THE DUKE OF EDINBURGH (AT THE HELM, WEARING SUNGLASSES) WITH KING FAISAL (RIGHT, FACING CAMERA).

On August 7 King Faisal of Iraq went to Cowes to watch the Royal Yacht Squadron's regatta, and was the Duke of Edinburgh's guest on board the Royal yacht *Britannia*. During the afternoon he sailed with the Duke of Edinburgh, Mr. Uffa Fox and others in the Duke's new 24-ft. sloop *Fairey Fox*.



BACK IN HIS HOME AT AHMADABAD: DR. MUSADDEQ, THE FORMER PERSIAN PRIME MINISTER, WHO WAS RELEASED FROM PRISON ON AUGUST 4.

Dr. Musaddeq, the former Persian Prime Minister who, in 1951, nationalised the Persian oil industry, including the Abadan refinery, was released from prison on August 4. He was sentenced to three years' imprisonment in 1953 for treason and plotting to overthrow the Shah.



IN BERLIN: CORPORAL REID, OF EDINBURGH, IS PRESENTED WITH AN AWARD AFTER SAVING A GERMAN YOUTH FROM DROWNING LAST MONTH. Our photograph shows Dr. J. Stumm, the West Berlin Police President, presenting a silver plate, emblazoned with the arms of the City of West Berlin, to twenty-two-year-old Corporal George Reid, of the Argyll and Sutherland Highlanders who rescued a German youth from drowning.



AT THE WHITE CITY: G. D. IBBOTSON, OF GREAT BRITAIN, WINNING THE THREE MILES.

G. D. Ibbotson, of Great Britain, won the three miles in the match with Czechoslovakia at the White City on August 4 in the second fastest time ever run in this country by a Briton. On August 6 he became the ninth man to run a mile in under four minutes when he won the Emsley Carr event in 3 mins. 59.4 secs.

THE FIRST MONARCH TO LAND THERE FOR 900 YEARS: QUEEN ELIZABETH IN IONA.



EXAMINING THE REILIG ODHRAIN, THE "RIDGE OF THE KINGS," WHERE SIXTY-TWO KINGS, SCOTS, IRISH, NORWEGIAN AND FRENCH, ARE REPUTED BURIED: HER MAJESTY WITH DR. CHARLES WARR, DEAN OF THE THISTLE, IN IONA.



THE FIRST SOVEREIGN TO LAND IN IONA FOR 900 YEARS: QUEEN ELIZABETH SHAKING HANDS WITH THE DUCHESS OF ARGYLL. (Centre.) SIR CHARLES MACLEAN.

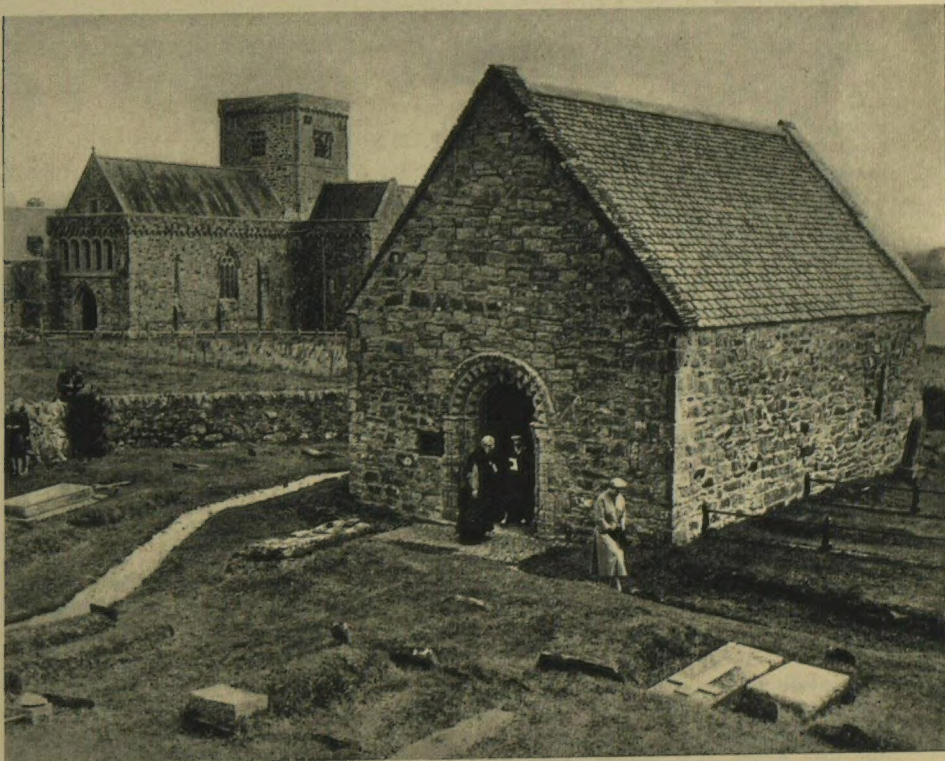
The brief Royal tour of Westmorland on August 11 was largely marred by rain, but the sun shone as the Queen and the Duke embarked at Barrow-in-Furness in the Royal yacht *Britannia*, where the Duke of Cornwall and Princess Anne were waiting to rejoin their parents. Thence *Britannia* sailed for Iona, where the Royal Tour of the Western Isles had its beginning and her Majesty was the first monarch to land for 900 years. There, in the forenoon, the Queen and the Duke, with Princess Margaret and accompanied by members



DURING HER VISIT TO THE ANCIENT MONUMENTS OF IONA: THE QUEEN, FOLLOWED BY THE DUKE, DR. CHARLES WARR, AND PRINCESS MARGARET.



PASSING AN ANCIENT CELTIC CROSS IN IONA: THE QUEEN WITH DR. CHARLES WARR, WHO IS THE CONVENER OF THE IONA TRUSTEES, AND THE DUKE.



AMONG THE ANCIENT BUILDINGS OF IONA, NOW RESTORED BY THE IONA COMMUNITY: THE QUEEN (RIGHT) AND PRINCESS MARGARET, WITH DR. WARR.

of their party and officers of *Britannia*, landed to attend morning service in Iona Abbey, where the sermon was preached by the Rev. Dr. G. F. MacLeod, the leader of the Iona Community, the ordained and lay brotherhood who have laboured for twenty years to restore Iona to its former glories. After the service the Queen inspected the restored Abbey and cloisters; and walked in the sunlight to see the famous "Ridge of the Kings," the burial-place of many monarchs of old; and then visited the still ruined nunnery.

THE MAN WHO CREATED THE SUEZ CANAL.

"FERDINAND DE LESSEPS. A BIOGRAPHICAL STUDY." By CHARLES BEATTY.*

An Appreciation by SIR JOHN SQUIRE.

THIS book is—I must assume inadvertently—extremely topical. It takes time to write a book, especially a careful and judicious book like this one, and it takes more time to get it through the hands of the printers and binders. Mr. Beatty, when he first undertook his task, may have had in mind the fact that a hundred years have passed since the Suez Canal was first envisaged, and that the Centenary of the official Opening will arrive in a few years; but he could hardly have foreseen that, just at the time of his book's publication, the whole world would be set agog by the announcement on the part of an Egyptian Colonel—arguably waving the old scimitar to announce a new jihad, but arguably trying something on in a complicated world—that he was nationalising the Suez Canal, as Dr. Musaddeq nationalised the town and installations at Abadan. That is one point. Another is that, as I write, I can do no more than others, see what is going to happen "before these lines appear in print." The whole affair may have blown up or blown over. At the moment the problem has been referred to a Conference of the usual modern macédoine of States, big and little, which, for all I know, may include those formidable maritime powers, Liberia and Panama.

Meanwhile this book, though primarily intended to be a biography of one of the most brilliant and heroic men of the nineteenth century, becomes, during the emergency, a manual of information for the benefit of those many who have acquired a sudden vivid interest in the Suez Canal without much knowledge of its origins and historical background. It was historical background which first set de Lesseps, who had already had an enterprising and eventful diplomatic career, upon the path which was to lead to triumph and fame, Panama, disaster and ruin, and a posthumous renown, which, three years after his death in poverty and disgrace, led to his statue being erected at the entrance to the Canal, with his finger pointing to the new international waterway which, by dint of sheer enthusiasm and eloquence he had managed, although he was not an engineer and regarded engineers as useful menials, to get dug and financed. In an early sojourn in Alexandria (the very name of which reminds us of how many centuries have passed—for Cleopatra was a Greek—during which Egypt has been firmly or faintly under foreign domination) he had toyed with the notion of driving a great ditch, merely fifty miles long, between the Mediterranean and the Red Sea. His young and beloved wife died. There was an intermission in his public service. For a time he retired to his mother-in-law's estate, and wrote "I pass my time among cattle, pigs, and sheep." "Outdoor pursuits," says Mr. Beatty, "were not enough to stop him thinking about the past, and it was in these circumstances that he began again to study the question of the Canal. They proved almost as potent as those under which inspiration had first come to him in the lazaret at Alexandria. But whereas the Canal had then been a dream which one day other men would bring into fulfilment, now for the first time he thought of it as something within the reach of his own hand. Into his research went two great mental drives, his love for Agathe and his devotion to the family tradition. The Suez Canal became a surrogate for both of

them, at once his love, his ambition, and his devotion to the Lesseps ideal of service to humanity."

He dived into ancient history. Nearly 2000 years before Christ, Sesostri the First had connected the Nile with the Red Sea, and 500 years after that, Queen Hatshepsut had astonished the natives of Eritrea with ships, which returned to Egypt laden "very heavily with the marvels of the country of Punt: all goodly fragrant woods of God's-Land, heaps of myrrh resin, of fresh myrrh-trees, with ebony and pure ivory, with incense, eye-cosmetic, with baboons, monkeys, dogs, with skins of the southern panther, with natives and their children." That canal, an indirect one, became choked: Persians and Romans dreamed of reviving it, and, later, the Venetians, who disliked the new Cape Route to the East, but whose aspirations are reflected in Marlowe's "Tamburlaine:

Whereas the
Terrene and
the Red Sea
meet

Being distant
less than a
full hundred
leagues,

I mean to cut a
channel to
them both

That men might
quickly sail to
India.

Lesseps, even before that dream, had thought of making more expeditious the connection between Europe and the Far East. An Englishman, Lieutenant T. Waghorn, R.N., had had the same



CHIEF PROMOTER OF THE SUEZ CANAL:
M. FERDINAND DE LESSEPS.



THE OPENING OF THE SUEZ CANAL: THE PROCESSION OF SHIPS IN THE CANAL.

In 1869 the building and opening of the Suez Canal was fully described and illustrated in a number of issues of *The Illustrated London News*. In one issue there was a lengthy account of the visit to the Suez Canal works by the Prince and Princess of Wales (later King Edward VII and Queen Alexandra) in March 1869, when the Prince of Wales "opened the sluices of the dam across the finished portion of the canal, letting the waters of the Mediterranean begin to flow into the empty basin of the Bitter Lakes." The above illustration shows part of the scene on November 17, 1869, when a procession of some fifty vessels was led by the Empress Eugénie's steam-yacht.

Illustrations reproduced from "*The Illustrated London News*" of April 17, 1869, and December 18, 1869. They do not appear in the book under review.

notion. "Years later Lesseps unveiled a monument to him and said: 'He opened the route. We followed. . . . When English seamen pass this memorial erected by the French, they will remember the close alliance which ought always to exist between two nations put at the head of the world's civilisation, not to ravage, but to enlighten and pacify it.'"

"The close alliance which ought always to exist between two nations put at the head of the world": how sad that is! Edward III

thought he was the rightful King of France: the authorities in France pleaded the Salic Law, which they conveniently waived when it was a question of France annexing Brittany. Henry V revived the English claim and married the Daughter of France: since then the histories of England and France are largely those of wars with each other.

The two certainly took different attitudes towards the Canal when its construction became imminent. The French were enthusiastic and provided the money: that the Empress Eugénie was de Lesseps's cousin fortified his position. But the British Government was dead set against the Canal. In 1854 de Lesseps got the consent of the jovial Viceroy Saïd Pasha to the cutting; but year after year he pegged away in vain at the Porte for the authority of the Turkish Sultan, in whose realms Egypt then was. And year after year he pegged away in vain at the British Government. In 1856 an International Commission reported in favour of de Lesseps's scheme, but he tried unavailingly to overcome the hostility of Palmerston, then Prime Minister. Many years earlier the prophetic Goethe had told Eckermann that there would be a Suez Canal and that the British would control it. That wasn't the view of the British. De Lesseps was rapturously cheered at meetings all over the country. But

that meant nothing except that he was personally admired. In 1858 a big majority in the House of Commons condemned the project. Struggling ceaselessly against every sort of obstacle, de Lesseps pounded away, and proceeded steadily with his work, although Turkish ratification did not arrive until 1866. Three years later the Empress Eugénie, amid tremendous jollifications, led a fleet of fifty-one ships through the completed Canal.

Next year de Lesseps was fêted in London, given the freedom of the City, and invested with the G.C.S.I. by Queen Victoria. Even then he was quite wrong in thinking that the official attitude to his project had changed. The pat on the back was for him, not for the Canal, and when ultimately Disraeli made his famous secret acquisition of the Khedive's shares in the Company, he was probably, in the eyes of our more cautious politicians, merely making the best of a bad job. "When the canal is open," wrote one of them, "all the coasts of the Mediterranean and the Black Sea will be nearer India than we are. . . . Although we shall be able to send troops through the canal, our present position of perfect safety is far better than the amplest means of defence." This sort of argument would have made little appeal to the great projector. He wanted to

serve humanity and could not understand why everybody did not love peace as he did.

The story of his ultimate collapse, shadowed by the corruption into which his Panama Company was blackmailed by politicians and journalists, is here most graphically and sympathetically told. He went on too long and Panama was too big a thing for an old man.

Novels are reviewed by K. John, and other books by E. D. O'Brien, on page 278 of this issue.



THE AUTHOR OF THE BOOK
REVIEWED ON THIS PAGE: MR.
CHARLES BEATTY.

Mr. Charles R. L. Beatty was born in 1910. His father was killed in World War I and he was left in the guardianship of his uncle, the 1st Earl Beatty, Admiral of the Fleet. He was educated at Shrewsbury and then entered Sandhurst; after the outbreak of World War II he was invalided out of the Army. Mr. Beatty's books include a biography of General Gordon entitled "His Country was the World."

* "Ferdinand De Lesseps: A Biographical Study." By Charles Beatty. Portrait and three Plans. (Eyre and Spottiswoode: 30s.)



QUEEN ELIZABETH II's SECOND CHILD:
HER ROYAL HIGHNESS PRINCESS ANNE.

H.R.H. PRINCESS ANNE, the second child of H.M. the Queen and H.R.H. the Duke of Edinburgh, was born on August 15, 1950, and celebrated her sixth birthday last Wednesday. These charming studies of the young Princess were taken by Mr. Marcus Adams, who first photographed the Queen when she was a baby of eight months. In the larger portrait the Princess is wearing a dress of white *broderie anglaise* with a blue taffeta sash around her waist. Her necklace is of pearls on a platinum chain. Princess Anne has reached the age when birthdays are golden and exciting events in themselves, but she is likely to remember particularly her sixth birthday

[Continued opposite.]



CHARMING STUDIES OF THE QUEEN'S
DAUGHTER ON HER SIXTH BIRTHDAY.

[Continued.]

as she was to spend it at sea, in the Royal yacht *Britannia*, with her parents and her brother, her paternal grandmother, Princess Andrew of Greece, and her aunt, Princess Margaret. The Royal family are making a week's cruise to the Western Isles in *Britannia*, which is being escorted by the frigate H.M.S. *Orwell*. This is the third cruise which the Royal children have made in *Britannia*. When they arrive at Leith on August 19 they are to go straight to Balmoral Castle, where they will be joined by their parents and Princess Margaret on August 21, which will be Princess Margaret's twenty-sixth birthday.

A FORTNIGHT ago my article may have shown signs of patching. I had written about the refusal of the United States and the United Kingdom to issue the aid to Egypt for the construction of the Aswan Dam which they had previously undertaken. At the last moment came Colonel Nasser's statement that he had nationalised the Suez Canal Company. That could not be left out, but there was no time to comment on it. The two events are closely connected in more ways than one. Probably the most important connection is to be found in Colonel Nasser's statement that he would use the revenue from the Canal on the Aswan Dam, a policy inconsistent with the proper maintenance and development of the waterway and the rights of shareholders.

The obvious link, however, lies in the fact that Colonel Nasser's seizure of the Suez Canal Company—and, to all intents and purposes, the Canal itself, though the two are separate entities—was an act of retaliation for the withdrawal of the promised aid by the United States, of our smaller contribution, and of the very large loan from the International Bank. It has also become clear that this was wholly the initiative of the United States and that though Britain felt bound to conform she disapproved of the action. It may well be that this only induced Colonel Nasser to perform his typically dictatorial stunt earlier than he had originally intended. Even so, the American

A WINDOW ON THE WORLD.

THE SUEZ CANAL ISSUE.

By CYRIL FALLS,

Sometime Chichele Professor of the History of War, Oxford.

I believe that it extends beyond the Suez Canal itself and affects our country and the British Commonwealth. I do not know what the situation will be when these lines appear, but at present there is no certainty that Egypt will consent to a just and sound scheme for the Canal. If she does not, then I think we should act, despite the statement of Mr. Dulles that the United States has made "no commitments of any kind" for such a development.

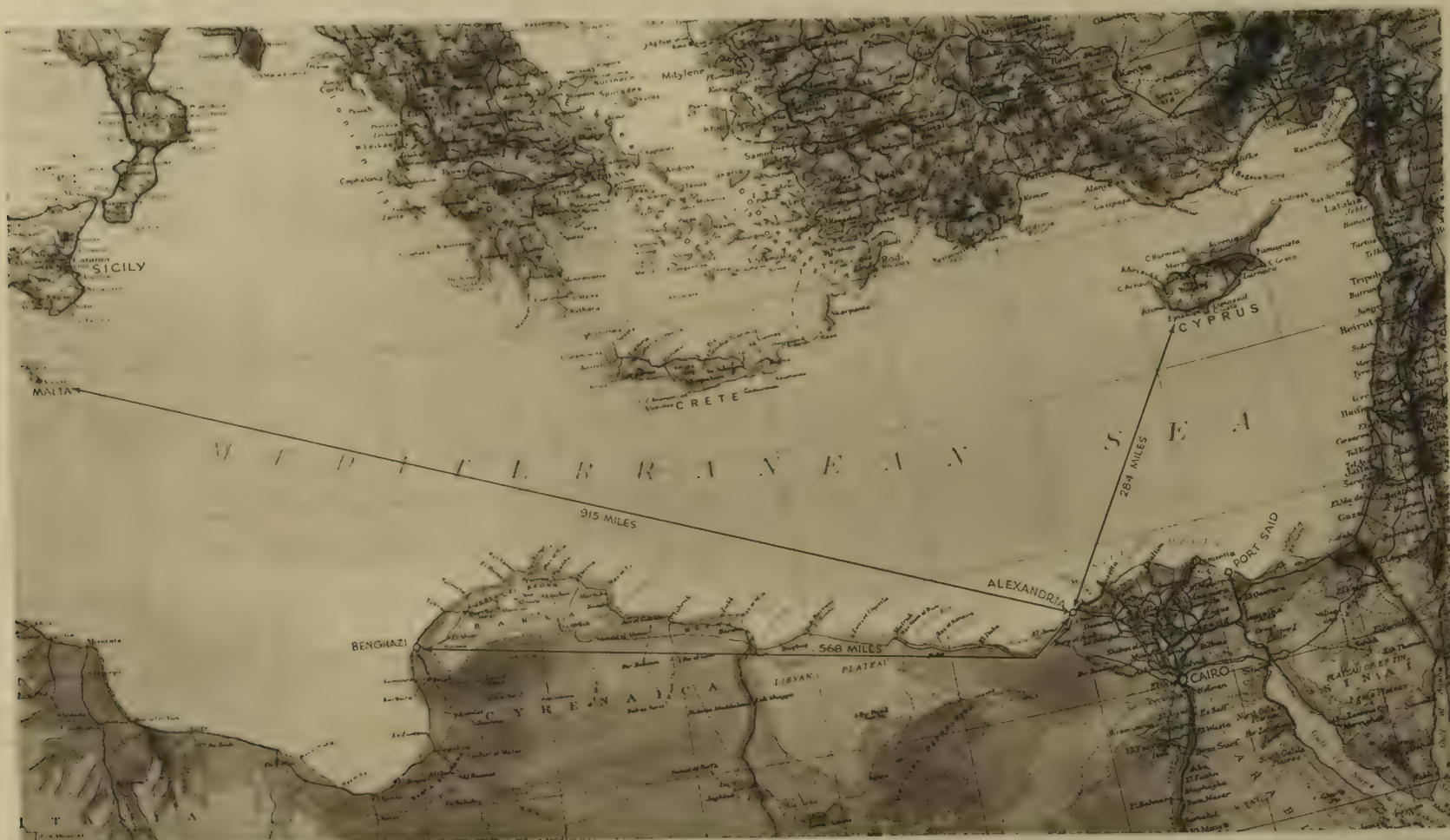
Few will disagree with the opinion of Mr. Dulles that the breakdown of the conference which has been summoned would be an unhappy event, but it would be worse still if Colonel Nasser refused to accept its recommendations. The sort of action for which the Government has made ready would also be an extremely unhappy event. Let us hope that it will not be needed. But the most unfortunate situation of all would be one in which the Government flinched from the implications of its own design or allowed the United States to bring about its abandonment. I shall venture to outline some features of the plan

distance were considered too great it would almost certainly be possible to carry out a landing ahead of the main body. Troops from Cyprus, of which we might expect at least two brigades to be available after the needs of security in the unhappily disturbed island had been met, might also land in Egyptian territory either to join hands

with those from Libya or to co-operate with them without physical contact. Air action would be more difficult and debatable, but certain targets could, if all else failed, be attacked without any serious risk to the civil population.

This programme may be found too bellicose by some readers, but I venture to suggest that, if so, it will be because their ideas have not been logically worked out—unless indeed they are against the use of force for any purpose, at any time, or in any place. There can be no doubt that the measures taken have met with general approval; more disapproval of the delay caused by summoning a conference than of sending armed forces to the Mediterranean has been heard. Now it surely cannot be imagined that this assembly of strength has been a bluff pure and simple. If it succeeds without actually, using force that will be most gratifying. Everyone wants to avoid force if possible. But the assembly of strength has been made to use force in the last resort.

The time spent in summoning and holding a conference will not have been by any means wholly



BRITAIN'S PRINCIPAL MILITARY BASES IN THE CENTRAL AND EASTERN MEDITERRANEAN: A MAP SHOWING THE DISTANCES BETWEEN ALEXANDRIA, EGYPT'S MAIN PORT, AND OUR BASES IN MALTA, CYPRUS AND BENGHAZI.

At the time of writing, Britain is taking certain precautionary measures in the Eastern Mediterranean. In his article on this page Captain Falls writes: "The principal military bases concerned are in Libya and on the islands of Malta and Cyprus . . . Libya, Malta

and Cyprus provide between them five good airfields. Naval bases are not quite up to the same standard, but certainly adequate for action on a considerable scale." [Reproduced from a copyright map supplied by George Philip and Son, Ltd.]

withdrawal has in retrospect an appearance of clumsiness.

It was followed by a patent reluctance to become involved in any action which might be taken by this country to compel Colonel Nasser to respect international law and treaties. Mr. Dulles, it is true, came much nearer to the British and French point of view in the broadcast which he made on the evening of August 3. We must be grateful for the vigour of certain of his comments. We also note, however, that he remarked that "some people" had been, in the first place, in favour of immediate forcible action against Egypt, the obvious implication being that he had restrained their rashness. The picture of Mr. Dulles as a wise, far-seeing, infinitely prudent statesman, holding the pulses of those crazy, passionate, bully-boys, Sir Anthony Eden and Mr. Harold Macmillan, and prescribing sedatives is new and entertaining.

However, at the time of writing, we are hard at work on preparations for the use of force if it later appears to be necessary. I believe we are right. I believe that the danger inherent in Colonel Nasser's action is greater even than the evaluation which has been made in the Press.

which might be followed because, though there has been much talk of forcible action, little has been said of what form it would be likely to take.

The principal military bases concerned are in Libya and on the islands of Malta and Cyprus. We have also a small force stationed at Aqaba, at the head of the gulf of the same name. Libya, Malta, and Cyprus provide between them five good airfields. Naval bases are not quite up to the same standard, but certainly adequate for action on a considerable scale. Libya is in contact with the Western Desert of Egypt, the frontier running to the Mediterranean between Bardia and Sollum. A possible programme would be, first, demonstration; second, blockade; third, the use of force, the successive steps being taken only if the earlier one had in each case failed to bring about the desired result.

The first two hardly need to be discussed. In Libya the troops of the 10th Armoured Division include an armoured regiment, the Queen's Bays. The first move might be made by it. The frontier is indeed some 300 miles from the Delta, but the terrain is fairly good for the movement of troops and could easily be covered from the air. If the

wasted. A good part of it, perhaps most, is required for the preparations, the movement of forces of the three Services, the calling up of certain categories of reservists, and arrangements in the bases. What would be a calamity to be avoided at any cost would be the dragging out of the conference. A spokesman said it was expected to last a matter of days rather than weeks. Britain ought not to agree to its being dragged out into a matter of weeks and to sitting by with folded arms the while. That would be going half-way to ensuring the victory of Colonel Nasser.

I repeat that far more than the future of the Suez Canal, immensely important though that is, is now at stake. To allow Colonel Nasser's wrongful act to triumph would be sheer disaster. The prestige of the evil-doer is always dangerous, but most of all in international affairs, as we have seen in this generation. I have not been able to consider all the factors in the space at my command, the safety of European and especially our own nationals in Egypt being one of the most important. I am, however, convinced that this is an occasion calling for unfaltering determination.



WINTER COMES TO KENT ON AUGUST BANK HOLIDAY: DRIFTS OF HAILSTONES PILED UP IN A TUNBRIDGE WELLS STREET.

On August Bank holiday, August 6, a freak hailstorm brought wintry conditions to Tunbridge Wells, in Kent. After bulldozers had been used to clear the roads the hailstones were piled up in banks 6 ft. high on either side. Traffic had to be diverted and it was four hours before a way was cleared to enable vehicles to go through the town.

"ICE" IN AUGUST; NAVAL AND RAILWAY NEWS; AND THE EISTEDDFOD.



TRYING TO CLEAR A PATH IN THE "ICE-PACKS": RESIDENTS AND WORKMEN IN TUNBRIDGE WELLS PERFORMING AN UNUSUAL AUGUST TASK.



ON HER WAY INTO DRY DOCK TO BE REFITTED: THE TRAINING SHIP H.M.S. WORCESTER BEING TOWED BY TUGS FROM GREENHITHE TO BLACKWALL. This photograph shows the scene on the riverside at Greenhithe, Kent, on the morning of August 8 when the training ship H.M.S. Worcester left for Blackwall, where she is going into dry dock to be refitted. H.M.S. Worcester is the third training ship to bear the name.



BETWEEN SHEFFIELD PARK AND HORSTED KEYNES: THE FIRST TRAIN PASSING ALONG THE REOPENED "BLUEBELL AND PRIMROSE" BRANCH LINE IN SUSSEX. On August 7 British Railways reopened the "Bluebell and Primrose" branch line between East Grinstead and Lewes. Local inhabitants, who had protested against the closure of the line, crowded every station along the seventeen miles to wave and cheer the first train.



AT THE WELSH NATIONAL EISTEDDFOD AT ABERDARE: MRS. MEGAN EDWARDS OFFERING THE OCTOGENARIAN ARCHDRUID DYFNALLT THE "HIRLAS HORN." Visitors from all over Wales, and indeed many parts of the world, gathered in Aberdare, Glamorgan, for the opening of the Welsh National Eisteddfod on August 6. The Eisteddfod, which alternates between North and South Wales, was held in Aberdare this year for the first time since 1885.



CHINESE PIRATES AT CHATHAM: A COLOURFUL EPISODE DURING THE CHATHAM NAVY DAYS HELD DURING THE FIRST WEEK IN AUGUST. The annual Navy Days were held at Chatham this year during the Bank Holiday week-end on August 4, 5 and 6. Among the many spectacles enjoyed by the public was the interception of a gun-running Chinese junk by a motor torpedo boat.



A PAGE FOR COLLECTORS. THE MAN WHO WENT BACK.

By FRANK DAVIS.

THESE two portraits appeared at Christie's last month, and attracted a great deal of admiring comment. They belonged to the Dowager Lady Hillingdon, and it so happened that they had been familiar acquaintances of mine during several years, for their owner's house in Cadogan Square was then the W.V.S. Club of which my wife was a member. They used to hang on each side of the fireplace in the big room on the first floor, and I doubt whether any other club in London, male or female, could boast of any two portraits at once so gay or so distinguished. At the sale the pair was sold for 3000 guineas.

The painter was Nicolas de Largillière, who was born in 1656 and lived happily and successfully until 1746, working nearly to the end, and sharing with his great friend Hyacinthe Rigaud the

fame, who drilled into an apt disciple the rudiments of his profession and more especially the craft of painting still-life. In 1672 he seems to have been admitted to the Antwerp painters' guild, and two years later, when he was eighteen, he came to London to seek his fortune. There he entered the studio of Peter Lely, upon whom had descended the mantle of Van Dyck, and was employed in doing draperies and other odd jobs for that busy practitioner who, in addition to his work as a portrait painter, was also a dealer and restorer.

The story is that he was sent to repair some of the pictures at Windsor and that Charles II noticed a picture of a Cupid whose legs Largillière had repainted. He appeared before the King, who said to his entourage, "Look at this child—one wouldn't believe it if one hadn't seen him, for he's nothing more than a child." Charles asked him for an original painting, and Largillière presented three. From that moment he was in high favour and would very probably have succeeded Lely (who died in 1680) had it not been for the embittered religious controversies of the

placed near him; and the Queen with a profusion of lace and brocade." This picture has been lost, though there is a good mezzotint of it by Smith. A portrait of Prince Charles Edward and his sister, painted by Largillière at St. Germain, is in the National Portrait Gallery. It is also said that he was induced to come a third time to England "in consequence of the great price offered by the English nobility, where he found all the painters in open hostility"; there may be some confusion here—it seems more likely, in view of his prospects in France, that he only came over twice. It ought not to be difficult for us to understand the virulence and hysteria of the anti-popery propaganda of the 1680's which was neither more nor less violent or bloodthirsty than the ideological craziness of many countries in the twentieth century; the normal jealousies of second-rate painters would be harnessed to politics, and any artist admired by James II would inevitably suffer from the King's unpopularity.

What I find intriguing is to speculate about what might have happened to painting in England



"PORTRAIT OF A GENTLEMAN," BY N. DE LARGILLIÈRE. (53 by 41 ins.)

This pair of portraits by Nicolas de Largillière (1656-1746) was sold at Christie's on July 20 for 3000 guineas. In his article this week Frank Davis, who had long been



"PORTRAIT OF A LADY," BY N. DE LARGILLIÈRE. (53 by 41 ins.)

familiar with these two portraits, writes about the long and interesting career of de Largillière, who paid at least two visits to this country, and won the favour of Charles II.

patronage of all the best people in France of their day. He has been accused of flattery, of frivolity, of theatricality—the trinity of crimes which the unco guid and the more dyspeptic sort of critic find it impossible to forgive; but which the rest of us enjoy when we see them committed with such consummate technical ability. Similar charges can be, and have been, made against Rubens, Van Dyck, Gainsborough, Renoir and many another popular and successful portrait painter down to our own day. It is more than likely that his people were, in actual fact, rather less glamorous than he made them appear, but it was a showy age, that of Louis XIV (who died in 1715) and of the Regency which followed, and de Largillière exactly expresses it; not for him to probe the depths of the human spirit, but to mirror the ideals of his time.

I find him interesting for two reasons—first, for what he actually accomplished in France, and, secondly, for what he might have accomplished in England had circumstances turned out differently. His father was a Paris hatter who, for reasons which are unknown to us but were probably connected with his business, moved to Antwerp when young Nicolas was three years old. There the boy grew up, with paintings by Rubens round every corner, so to speak, and in due course became a pupil of a certain Goubau, otherwise unknown to

time. As a Catholic he found the position impossible, and in 1682 settled in Paris. There he found a numerous Flemish colony, including Van der Meulen, who is remembered for his battle pieces glorifying the campaigns of Louis XIV. Van der Meulen befriended him and introduced him to Charles Le Brun, the Great Panjandrum and genuinely gifted arbiter of the arts to the French Monarchy, and Largillière's portrait of Le Brun in the Louvre is certainly one of his best works, though by general consent "*La Belle Strasbourgeoise*," that handsome young woman in the enormous black hat (a super-Chinese sort of hat) in the Meyer Sassoon collection, is his masterpiece.

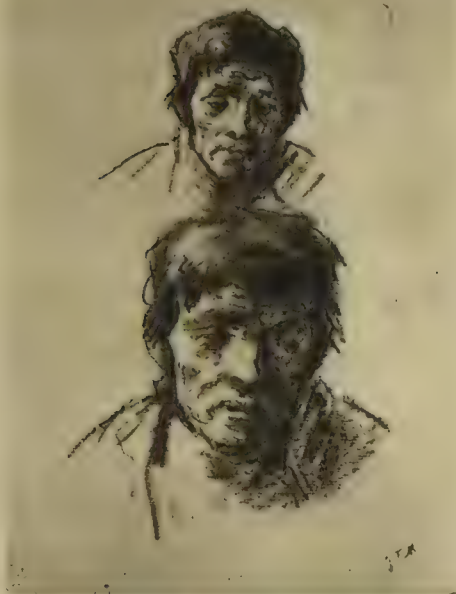
Then there is his own self-portrait with his wife and daughter which the Louvre lent to that marvellous exhibition at Burlington House in the far-off days of 1932, in which his wife wears a dress of crimson damask and he has painted himself in grey velvet and with gun, dog and a partridge, just as the unknown man and woman in these pictures; it was obviously the thing to be painted in party clothes and at the same time to show the world that you enjoyed country pursuits. He was invited to London in 1685 by James II when, says Walpole, using George Vertue's notes, "he painted the King in armour with an immense wig and feathers on his helmet,

had this highly talented assistant of Sir Peter Lely not been born a Catholic and had settled down with us as did so many of his exiled Protestant countrymen. In view of his remarkable gifts it is not unreasonable to assume that the plodding, industrious and competent Sir Geoffrey Kneller would have played a very secondary rôle indeed, and that Largillière's example and teaching might have instilled sparkle and panache into our decidedly humdrum artists of the early years of the eighteenth century. Or would he, removed from the undoubted stimulus of Paris and breathing the less effervescent air of the London, first of Dutch William, then of Anne, and of the first two Georges, have become a trifle heavy-handed like Kneller and organised a sort of portrait factory? Walpole has a neat rapier thrust at the latter—"Where he offered one picture to fame, he sacrificed twenty to lucre." Perhaps it is as well for his lasting reputation that our political quarrels sent Largillière back to his birthplace, where he could take his place as to the manner born in the Academy which, for all its faults, took his profession seriously. There he had real influence: Oudry was his pupil, and he was tireless in befriending young men of talent, among them the unique, the incomparable Chardin. For that alone—if for nothing else—he deserves our gratitude.

EXHIBITED IN LONDON: DRAWINGS BY JEAN- FRANCOIS MILLET.



"STUDY FOR *L'HOMME A LA BROUETTE*," IN THE ARTS COUNCIL EXHIBITION OF DRAWINGS BY J. F. MILLET. (Black chalk; 11½ by 8½ ins.) (Musée du Louvre.)



"TWO STUDIES OF THE HEAD OF A MAN," SHOWING MILLET'S IMMENSELY EXPRESSIVE LINE. (Black chalk; 11½ by 7½ ins.) (Musée du Louvre.)



"STUDY FOR *LES COUTURIERES*," A STUDY FOR THE PAINTING OF 1850. (Black chalk; 10 by 7½ ins.) The Corporation of Perth.)



(Left.) "STUDY FOR *LA VEILLÉE AUPRES DU BERCEAU*," THERE ARE 86 DRAWINGS AND THIRTEEN PRINTS IN THIS EXHIBITION, WHICH CONTINUES AT THE ARTS COUNCIL GALLERY, 4, ST. JAMES'S SQUARE, UNTIL SEPTEMBER 15. (Black chalk heightened with white; 12 by 10½ ins.) (Birmingham City Art Gallery.)



(Right.) "FISHERMEN," WHICH PERHAPS DATES FROM A PERIOD MILLET SPENT WITH HIS FAMILY AT CHERBOURG DURING THE FRANCO-PRUSSIAN WAR AND THE COMMUNE. (Charcoal; 17½ by 23½ ins.) (Musée du Louvre.)



"THE SOWER," AN OUTSTANDING EXAMPLE OF MILLET'S PEASANT SCENES. (Black chalk; 5½ by 8½ ins.) (Ashmolean Museum, Oxford.)



"STUDY FOR *LE REPOS DU VIGNERON*," OF C. 1869. (Charcoal; 14½ by 11½ ins.) (Ashmolean Museum, Oxford.)

The Arts Council Exhibition "Drawings by Jean-François Millet" (1814-1875), which has already been shown at Aldeburgh and at Cardiff, is to be seen in London at 4, St. James's Square, until September 15. It is interesting to note that, as Mr. Philip James points out in his foreword to the catalogue, "the last representative exhibition of Millet's drawings in this country was held exactly fifty years ago." Millet's great gifts as a draughtsman, and his influence on many of the leading impressionists,

are now once again becoming more generally recognised. This important exhibition, for which the drawings have been selected by Sir Kenneth Clark, gives an excellent opportunity for a closer study of Millet's work. The exhibition includes studies for many of his most famous paintings. In 1849 Millet settled in the village of Barbizon with his large family. Here, despite a constant struggle against extreme poverty, he found inspiration in the peasant life which was so dear to him.

IN AN ENGLISH GARDEN.



IT never fails to surprise me each summer—not violently, just mildly, pleasantly—to find that gay little South African bulb, *Lapeyrousia cruenta*, flowering

away July–August in the open air, after a winter spent, without protection, in the open border. Especially after such a winter as this last one, 1955–56.

There are a number of Cape plants, both bulbous and otherwise, which appear to be quite

A HARDY CAPE BULB.

By CLARENCE ELLIOTT, V.M.H.

out. Fortunately, the bulbs are reasonably inexpensive to buy, and most gardeners, rich in hope and optimism, are prepared to risk such experiments time after time, at decent intervals.

But with the little *Lapeyrousia cruenta* I have never had any trouble at all. True I have always planted it in light soil in beds facing south or west, at the foot of some house or garden wall, and it has always come up, year after year, to flower—and seed—in July–August. But I do not think the plant is dependent on having its back to a

wall. In light, well-drained loam it should be perfectly safe and happy in what I call a manavlin bed—that is, one of those narrowish beds devoted to dwarf choice plants, bulbous and otherwise, which are such a joy and godsend to any plantsman with the habit of accumulating dwarf out-of-the-way odds and ends of vegetation for his garden.

The little colony of *Lapeyrousia cruenta* flowering in my garden just now was raised from seeds given to me some years ago by that great gardener, the late Sir John Arkwright. He had the plant cropping up self-sown all over the place in an unheated greenhouse, and told me to help myself to as much seed as I liked. It is a pretty, dainty thing, with fans of leaves like some small iris, and wiry flower-stems 9 ins. to a foot high. The flowers, like flat, six-lobed stars with curiously long tubes, are carried erect on the uppermost inch or two of the wiry stems, which branch off at an angle in the odd way peculiar to so many Cape bulbous flowers. In colour they are a very telling light cherry-red, with perhaps a slight wash of cinnabar in it. At the base of each of the three lower petals there is a handsome dab of darker, richer red, which is most effective. The flowers measure an inch across the outspread petals. A few sprays of these gay and dainty flowers, gathered, and arranged in a small vase, are quite enchanting. Fortunately, the bulbs are by no means expensive to buy, and for anyone who has a sunny bed devoted to small, choice plants, a dozen or two bulbs will prove a most rewarding investment. And it is worth remembering that the plant seeds quite freely,

and that sown directly they are ripe, in the place where they are to remain and flower, they will usually flower the following summer. As to buying seeds I only know of one firm offering it, Messrs. Thompson and Morgan, of Ipswich, though, of course, there may be others which I have not discovered. Bulbs should be found in the catalogues of any of the firms which list a fairly wide selection of choicer or more out-of-the-way things

than the common runs of tulips, daffodils, crocus, and hyacinths. Apart from planting this easy and accommodating bulb in the open air, it flourishes

uncommonly well in the unheated or the cool greenhouse, and is very easy to naturalise in the earth border in the peach house or the vinery.

A Cape plant which it has surprised many visitors to see flowering away in the open here is a dwarf form of the white arum lily. A friend sent me roots from her Surrey garden four or five years ago, and I planted two clumps at the front of the bed in which my best light hybrid *Alstroemerias* grow. The soil is light and stony (limestone) and the position facing full south. There they have settled in, and without protection of any kind have stood up to at least two exceptionally hard winters without suffering in any way. They die right down each autumn, but I have never given them any protective winter covering, neither ashes, bracken, nor the glass wigwam which brings comfort and confidence to so many



"FOR ANYONE WHO HAS A SUNNY BED DEVOTED TO SMALL CHOICE PLANTS, A DOZEN OR TWO BULBS WILL PROVE A MOST REWARDING INVESTMENT": THE HARDY LITTLE SOUTH AFRICAN BULB, *LAPEYROUSIA CRUENTA*, WHICH IS DESCRIBED BY MR. ELLIOTT ON THIS PAGE.

Reproduced by permission of the Trustees of the British Museum (Natural History).

reliably hardy in most parts of this country—the Kaffir lily, *Schizostylis coccinea*, and the splendid *Nerine bowdenii*, both bulbous, and the Cape figwort, *Phygelius capensis*, which is sub-shrubby. There are others too, and one could wish that there were many more, so magnificent is the South African flora. But, alas, it is only in the really warm regions of the south and west that one can, with any sort of humanity, risk a really wide range of Cape bulbs in the open. Here in the Cotswolds, for instance, the *Watsonias* do not pretend even to begin to be hardy in the open air, whilst in Cornwall and in the milder parts of the West Coast of Scotland they flourish superbly, forming clumps which look like tall, graceful gladioli. But you never can tell with Cape bulbs, and experiments with them in the open are well worth while, and often give pleasant surprises. *Ixias*, as far as I am concerned, have always remained borderland bulbs, or perhaps it would be more accurate to say that I have always experimented with them in borderland country—various parts of Hertfordshire and the Cotswolds. Sometimes, planted out in sunny borders with their backs to a south- or west-facing wall, they have flourished and flowered for a year or two—but never longer. Always in the end some extra savage winter has caught them deviating from the perpendicular, as the saying goes, and wiped them



ANOTHER CAPE PLANT WHICH "APPEARS TO BE QUITE RELIABLY HARDY IN MOST PARTS OF THIS COUNTRY": *NERINE BOWDENII*.

Photograph by Reginald A. Malby.

tender-hearted amateur gardeners, and disaster to so many otherwise perfectly hardy plants. I just ignore them, with the result they do not bother to play up with the little-tender-invalid racket as many plants will if you fuss and encourage them. And each spring they have sprouted away strongly as though the roots had thoroughly enjoyed a nice invigorating spell of gale and deluge, punctuated with zero-frosts. By early July the clumps are in full leaf and flower, and standing a good 2½ to 3 ft. tall. But let me not be too boldly boastful in this matter of the hardness of my dwarf arum lilies. I think that perhaps the first winter after their being planted might be critical if it happened to be an unusually severe one. If that is so my clumps were perhaps lucky and got off with a mild winter in their first season. I cannot remember if this was so. But of what I am quite certain is that never since they were planted have they had winter protection of any kind, and this last winter really was a snorter, responsible for a grim list of plant casualties.

One grievous loss is an oldish specimen of the lemon-scented verbena which has flourished at the foot of a west wall. Never once have I protected it in the conventional way, with a heap of ashes, or a bunch of bracken, and always it came through unharmed, and sprouted strongly from the base of the stool each early summer. But last winter was just too much for it.

Not a sign of life. Evidently I had been too callous this time.

A SOLUTION TO EVERY GIFT PROBLEM

THE gift of a subscription to *The Illustrated London News* is surely the ideal choice on the occasion of weddings and anniversaries of friends, relatives or business acquaintances at home or abroad. Fifty-two copies of *The Illustrated London News*, together with the magnificent Christmas Number, will be a continuing reminder of the donor and provide twelve months of interesting reading and the best pictorial presentation of the personalities and events of the day.

For readers in the United Kingdom the simplest way is to place orders with any bookstall manager or newsagent; or a cheque or postal order may be sent to our Subscription Department.

For readers outside the United Kingdom we suggest the simplest method is to buy an International Money Order (obtainable at post offices throughout the world) and send this with your requirements to our Subscription Department.

RATES OF SUBSCRIPTION TO "THE ILLUSTRATED LONDON NEWS"
Published at 2/- Weekly

THESE TERMS ARE INCLUSIVE OF POSTAGE	12 months and Xmas No.	6 months and Xmas No.	6 months without Xmas No.
United Kingdom and Eire	£ 5. 10. 0	£ 3. 3. 0	£ 2. 18. 6
Overseas	£ 5. 19. 0	£ 3. 11. 0	£ 2. 17. 6
Canada	£ 5. 14. 6	£ 2. 19. 6	£ 2. 15. 0

ORDERS TO: SUBSCRIPTION DEPARTMENT (LN), INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2.

SCENES FROM AMERICA; AND NAVAL NEWS FROM VENICE AND WALES.



MAKING A SPECTACULAR AND ACCURATE LEAP OF 16 FT.: ONE OF THE FAMOUS DOLPHINS ENTERTAINING A LARGE CROWD AT THE MARINE STUDIOS, FLORIDA. Marine Studios, Marineland, near St. Augustine, Florida, is world-famous for its marvellous display of sea creatures. Most popular are the carefully trained dolphins (known in America as porpoises) which regularly thrill the spectators by their accurate and prodigious leaping.



AN UNUSUAL SPECTACLE IN MILWAUKEE: THE SIXTY-YEAR-OLD STEEPLE OF THE LUTHERAN CHURCH BEING LIFTED FROM THE BUILDING BY A GIANT CRANE. The steeple of the Lutheran Church in Milwaukee, Wisconsin, was weakened with age and was becoming a danger to public safety. As is shown in this photograph, the steeple was recently removed by a giant crane so that reconstruction work could be carried out.



A UNITED STATES NAVAL CEREMONY IN VENICE: VICE-ADMIRAL CHARLES R. BROWN TAKES OVER COMMAND OF THE U.S. SIXTH FLEET FROM VICE-ADMIRAL HARRY D. FELT. Against the splendid background of Venice's Grand Canal a U.S. naval ceremony took place on board the cruiser *Salem* on August 4. Vice-Admiral Charles R. Brown was taking over command of the U.S. Sixth Fleet from Vice-Admiral Harry D. Felt, who has been appointed Vice-Chief of Naval Operations in Washington. Admiral Brown had been Deputy C.-in-C. of the U.S. Atlantic Fleet.



TO BE BROKEN UP AT A COST OF ABOUT £50,000: THE 117-YEAR-OLD TRAINING SHIP *CONWAY* WHICH IS LYING WITH HER BACK BROKEN IN THE MENAI STRAIT. On April 14, 1953, the training ship *Conway* ran aground in the Menai Strait, when being towed to Birkenhead, and her back was broken. It has now been decided to break up this 117-year-old wooden battleship—she served in the Crimean War as H.M.S. *Nile*—because in her position she is a menace to navigation.

THE SCENE OF DEPARTURE.

SINCE Colonel Nasser's seizure of the Suez Canal, which he announced on July 26, the Governments of this country and the other countries chiefly affected have shown grave concern for the safety of this vital international waterway and the continued freedom of passage through it. The international conference which was expected to open in London on August 16, will seek to find a workable scheme for the future of the Canal. But, in the words of the Prime Minister's broadcast on August 8: "Meanwhile, we have too much at risk not to take precautions. We have done so." Among the earliest of the troop movements was the departure from Portsmouth, on August 5, of the aircraft-carrier *Theseus* for the Mediterranean, carrying troops and equipment of the 16th Independent Parachute Brigade Group. This impressive photograph shows some of the paratroopers waiting on the dockside before going on board the *Theseus*. In the background may be seen the aircraft-carrier *Hulkmark*, with a helicopter on board. She sailed from Portsmouth on August 6, and arrived in Gibraltar on August 9, where she went into dry dock for a routine hull inspection. The 16th Independent Parachute Brigade Group, which is commanded by Lieut.-Colonel L. V. Fawkes, consists of units of the 33rd Parachute Field Regiment, the 9th Independent Parachute Field Squadron, and the 2nd Parachute Field Ambulance. The first intimation that the Brigade were under embarkation orders had been received at 3 a.m. on July 31. The troops arrived at Portsmouth on the morning of August 5 in three special trains from Aldershot and one from Carlisle. An armoured group of the Royal Artillery was also on board the *Theseus*. Further large troop movements from Britain to the Mediterranean were due to begin on August 10. On that day two troopships were expected to sail from Southampton: the *Empire Ken* with the 16th Light Anti-Aircraft Regiment on board, and the *Dilcarra* with the 1st Battalions of The Oxfordshire and Buckinghamshire Light Infantry and The Suffolk Regiment. On the same day the airlift of troops to the Mediterranean in civil airliners was due to commence from Blackbushe and Hurn Airports, in Hampshire. On August 9 it was stated that the airlift had been postponed for 24 hours and that engine trouble would delay the sailing of the

Empire Ken.



CELEBRATING A CENTURY OF SERVICE TO INDUSTRY: MORGAN'S OF BATTERSEA
—THE WORLD'S GREATEST CRUCIBLE MAKERS.

A STORY of enterprising teamwork and years of mutual sacrifice lie behind the entrance of the Morgan business which is celebrating the 100th anniversary of its founding in 1886. The Morgan Crucible Company Ltd. is not known to many outside the public since their goods are not sold in shops, but their service to industry is so important that they make an important contribution to industrial progress and welfare. The last century five brothers named Morgan were trading as 'Druggists and Chemists and Hardware Merchants.' Among the items of their stock-in-trade were crucibles, the pots whose origins date back to pre-history, which they imported from the Continent. The head of the business was impressed by an American crucible which he saw in a shop in London in 1851. The brothers proceeded to import these crucibles and to set up a factory; they bought the manufacturing rights and a small factory in Batavia, New York. The factory is still in the same spot, though the building of 100 years ago has been replaced by a modern building.



GROUPED TOGETHER FOR INDIVIDUAL ORDERS: CRUCIBLES IN THE ASSEMBLY WAREHOUSE, SHOWING THE VARIATION IN SIZES

A modern factory which supplies not only the whole world outside the United States, with crucibles. In 1856 the undertaking of the Bateria's Patent Plumbago Crucible Company, and although the need for this material changed its value in present time, it is still known locally in "Bateria's" and "Plumbago" the beginning of this century the company was doing substantial business with plumbago crucibles but in a range of other refractory or refracting articles. The plant was converted to electric power in 1900, a time when electricity was used for the first time that atomic energy is to-day. On these pages we show our products of manufacture at the Bateria's Works; but to-day crucibles, and refractory materials, have lost none of its importance, is only one of the products of the Morgan group of numbers refractories, carbon brushes and carbon engineering parts and many activities.



KILNING AT HIGH TEMPERATURES : THE LARGEST CONTINUOUS KILN IN THE BATTERSEA WORKS.



AWAITING SHIPMENT TO COUNTRIES ALL OVER THE WORLD: CASKS OF CRUCIBLES SEEN IN AN EXPORT WAREHOUSE AT BATTERSEA



STILL KNOWN LOCALLY AS "THE PLUM" FROM ITS EARLY NAME: PART OF THE BATTERSEA WORKS OF THE MORGAN CRUCIBLE COMPANY. IN THE BACKGROUND, BEYOND THE FOOTBRIDGE, CAN BE SEEN THE EARLY 1866 FACTORY; THE BUILDINGS JOINED BY THE BRIDGE WERE BUILT IN 1916 AND 1925. ON THE RIGHT IS THE 1926 BUILDING, WITH THE 1934 FACTORY ON THE LEFT.

Drawn by Our Special Artist, Dennis Flanders

WHERE A GODDESS OF LOVE AND WAR WAS WORSHIPPED 4000 YEARS AGO:

THE TEMPLE OF INANNA UNCOVERED DURING FURTHER EXCAVATIONS AT NIPPUR, THE ANCIENT HOLY CITY OF SUMERIA AND BABYLONIA.

By RICHARD C. HAINES, Field Architect at the Oriental Institute, University of Chicago, and Field Director of the Joint Expedition to Nippur.

LAST November the Joint Expedition to Nippur returned to Iraq to continue the excavation of that once-important city lying about 100 miles south-south-east of the modern city of Baghdad. Although Nippur was never a political capital it was the home of Enlil, the leading god of the Sumerian pantheon, and the religious centre of Sumeria and Babylonia. Initial excavations of the city were carried out by the University of Pennsylvania from 1889 to 1900. After that the site lay dormant until 1948 when digging was resumed under the joint sponsorship of the University Museum of the University of Pennsylvania and the Oriental Institute of the University of Chicago. The results of the first two seasons, 1948 and 1949-50, are soon to be published in the Museum Monograph series of the University Museum, and a report of the third season, 1951-52, was given in Dr. D. E. McCown's article in *The Illustrated London News*, June 28, 1952. The fourth and fifth seasons were made possible by the joint efforts of the Baghdad School of the American Schools of Oriental Research and the Oriental Institute. During the fourth season the Early Dynastic "North Temple," mentioned in Dr. McCown's article in *The Illustrated London News*, was excavated. Although the temple was almost devoid of objects, we did have the opportunity of studying the development of a small Early Dynastic temple and its furnishings in the many superimposed rebuildings that were found. In the same article Dr. McCown spoke of the discovery of the Temple of Inanna, the goddess of love and war. The main objective of our fifth season in the field, 1955-56, was to delimit and excavate this temple. Four and a half months of work was not sufficient time to clear the entire building, but its limits were established and more than a third of it was dug down to the building erected during the Third Dynasty of Ur.

The temple of Inanna is situated about 300 ft. south-west of the ziggurat or temple tower of Enlil, which was the focal point of the religious quarter of the city. Almost nothing is known about the buildings that were grouped around this sacred place but, from its location and its dimensions, the Inanna Temple must have been one of the important and imposing ones in this part of the city (Fig. 1). By the end of the current season we had partially excavated the temple as it existed during the Early Dynastic Period (c. 2600 B.C.), and without a doubt there are earlier examples of the temple below. Even in Early Dynastic times it was an important-looking building (Figs. 2 and 5). The walls, built of plano-convex sundried bricks, average $3\frac{1}{2}$ ft. in thickness and are coated with thick layers of mud plaster. The entrance is at the north-western end of the building and leads to a porch which opens on to a forecourt 25 by 45 ft. The long sides of the court are decorated with small, doubly-recessed niches and, at the south-eastern end, steps rise to a doorway leading into a small anteroom and thence into another courtyard about 24 ft. square. On the north-eastern side of the forecourt there are a series of subsidiary rooms whose connection to the main part of the temple is still uncertain, and on the south-western side of the temple a narrow street separates it from the private houses in the area. Through the centre of the second courtyard a perpendicular face of earth some 20 to 30 ft. high marks the south-eastern limit of the excavation.

Immediately above the Early Dynastic Temple we found the incomplete foundations of two other buildings that probably represent temples built near the end of the Early Dynastic Period. The floors and all the walls above the floors had been destroyed when the area was razed and made ready for the much larger and more imposing temple of Shulgi, the second king of the Third Dynasty of Ur (c. 2000 B.C.). A fragment of an

alabaster plaque was found in the debris of the uppermost of these levels (Fig. 16). Its original associations are far from certain for it had been re-used as a door-socket stone and after that discarded.

The temple planned and built by King Shulgi reflects the power and wealth of a dynasty which controlled so much of southern Mesopotamia. The walls are still built of unbaked bricks, but now they are from 10 to 13 ft. thick, and the plan of the

additional entrance faces south-west. Both are flanked by large towers decorated with three doubly-recessed vertical grooves. From the entrances there is an indirect access to a large interior courtyard with subsidiary rooms grouped around it. On the south-eastern wall of the courtyard the entrance unit of doorway and flanking towers has again been repeated and is, in effect, another entrance leading into a more sacred part of the building. Beyond the doorway the deviousness of the circulation continues but, unfortunately, the earth face marking the south-eastern boundary of the excavation curtains off the heart of the temple. In the north-eastern part of the building there is another complex of rooms grouped around its own court and, so far, a passage between the two courtyards is the only communication between these two distinct divisions of the plan.

The building was first identified as a temple to Inanna in the spring of 1952, when an inscribed door socket of Shulgi was found in an exploratory

dig in this area. This past season three additional inscribed socket stones were uncovered. We were also fortunate to find five foundation deposits buried under the foundations in the excavated part of the structure. They had been placed in boxes made of baked bricks laid in bitumen. The outside dimensions of the boxes are 31 by 38 ins. by 21 ins. high, and the cavity inside measures $6\frac{1}{2}$ by $12\frac{1}{2}$ ins. by $17\frac{1}{2}$ ins. deep. The opening was covered by a square of matting liberally coated with bitumen and then capped by three inscribed bricks, two in a lower course and one above (Figs. 11 and 12). From the imprints of unbaked bricks in the bitumen on top of the box it is apparent that the lowest course of the foundation was laid immediately after the box had been closed. Each deposit consists of an un-inscribed bronze figurine with arms upraised to steady a basket or pan that he carries on his head (Fig. 9). The bottom part of the figurine comes to a blunt point with no detail below the waist, but the torso, the head, and the arms are finely modelled. The boxes must have been almost moisture-proof

for the figurines are in an excellent state of preservation—even pieces of the cloth wrappings still adhere to the figure. In addition to the figurine there is also an un-inscribed stone model of a plano-convex brick. One figurine measures $10\frac{1}{2}$ ins. in height and the other four are about 12 ins. high. In one box fragments of a wooden statuette were also found. The statuette is in an extremely poor state of preservation, but enough remains to recognise the same type of figure with arms upraised. Its height is not determinable, but it should have been about the same as its counterpart in bronze. Wood fragments, with only part of one arm recognisable, were found in another of the boxes. The foundation boxes were found under the towers each side of the north-western entrance, under the towers flanking the opening in the south-eastern wall of the main courtyard, and under the south-eastern wall of the north-eastern courtyard. Beneath the western corner of the temple one side of another foundation box was found, but the rest had been cut away when a deeply-founded platform was built over this area at a later time. The same foundations also destroyed the exterior wall and most of the towers flanking the south-western entrance, so that we do not know whether foundation deposits had been placed there or not. Slight indications of another box were noticed under the northern corner, but it must have been torn out during one of the many rebuildings that occurred at this place.

The construction of the later platform which was built over the temple gutted the interior of that building almost down to the floors used during the Third Dynasty of Ur and, especially in the western part of the building, destroyed those floors as well. Therefore, in not more than half of the excavated area were *in situ* objects to be found on the earliest temple floors. There were fragments of stone sculpture (Figs. 10 and 20), cylinder seals (Fig. 18), bone inlay pieces (Fig. 23), stone and shell beads, terracotta figurines, bronze pins, pottery and stone bowl fragments (Fig. 8), and clay cuneiform tablets dealing mostly with temple accounts. Fortunately, the north-western face of the later platform was built inside the exterior face of the temple, so that part of the north-western wall remains as a record of the continuing use of the temple (Figs. 4 and 7).

[Continued opposite.]

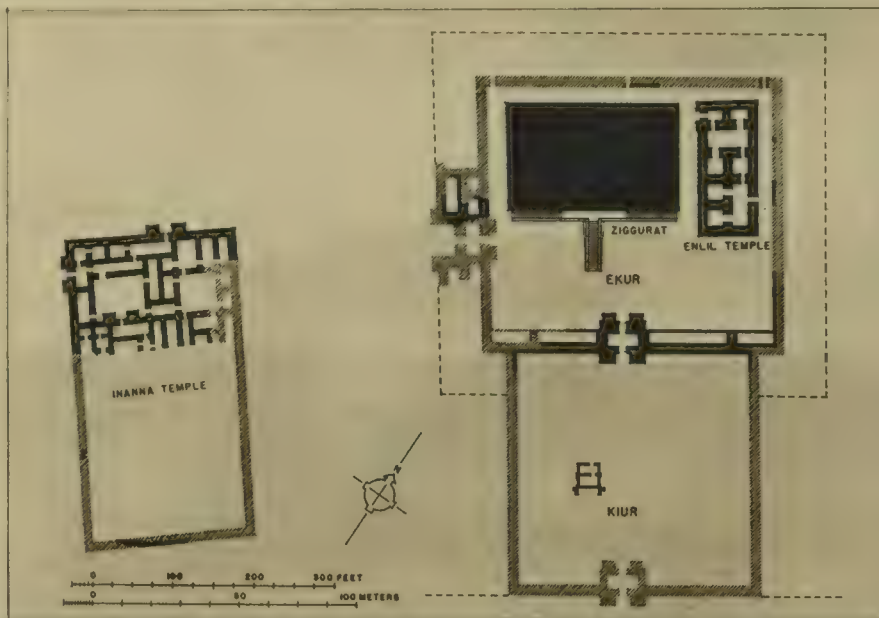


FIG. 1. SOME OF THE PRINCIPAL BUILDINGS AT NIPPUR: A RESTORED PLAN IN WHICH THE WALLS SHOWN IN BLACK ARE THOSE FOR WHICH THERE IS SOME EVIDENCE WITHIN THE LIMITS OF THE EXCAVATION.



FIG. 2. THE FINAL OBJECTIVE OF THE FIFTH SEASON OF EXCAVATIONS AT NIPPUR: A VIEW OF THE EARLY DYNASTIC TEMPLE OF INANNA FROM THE SOUTH-EAST. THE ENTRANCE IS AT THE UPPER CENTRE OF THE PHOTOGRAPH, AN OPEN PORCH AND RECTANGULAR FORECOURT ARE BELOW, AND A SMALL ANTEROOM LEADING INTO ANOTHER COURT IS IN THE FOREGROUND.

temple has developed from a simple straight-forward layout to a complex and studied arrangement of rooms and courts which seem to have been completely planned before construction was started. The building measures approximately 190 by 330 ft. and covers many of the private houses near the earlier temple as well as the temple itself. So far, little more than a third of the temple has been excavated (Fig. 3). The main entrance is still on the north-western end, but an

IN USE FOR SOME 2000 YEARS: THE IMPORTANT INANNA TEMPLE AT NIPPUR.



FIG. 3. BUILT SOME 4000 YEARS AGO BY SHULGI, THE SECOND KING OF THE THIRD DYNASTY OF UR: THE INANNA TEMPLE AT NIPPUR FROM THE SOUTH-EAST.



FIG. 4. EVIDENCE OF THE CONTINUING USE OF THE TEMPLE: THE STREET IN FRONT OF THE NORTH-WESTERN WALL OF THE INANNA TEMPLE. THE STREET PAVING IS OF THE KASSITE (C. 1600-1100 B.C.) PERIOD.



FIG. 5. THE EARLIEST LEVEL OF THE INANNA TEMPLE REACHED SO FAR: THE EARLY DYNASTIC (C. 2600 B.C.) TEMPLE SEEN FROM THE WEST-NORTH-WEST WITH PART OF THE ENTRANCE ON THE EXTREME LEFT.



FIG. 6. THE INANNA TEMPLE (FOREGROUND) SEEN IN RELATION TO THE SELEUCIAN (C. 300 B.C.) BUILDING WHICH HAD COVERED IT. THE SECTION OF THE SELEUCIAN BUILDING FORMS THE S.E. FACE OF THE EXCAVATED AREA.

Continued.]

In addition to the restoration that Shulgi made to his own temple, we know that it was repaired again by his son Amar-Sin. Some time afterwards, probably during the Old Babylonian Period (c. 2000-1600 B.C.), the temple was rebuilt and then rebuilt again during Kassite times (c. 1600-1100 B.C.). These rebuildings are exactly superimposed on the original structure and it is probable that they followed, more or less, the same plan. However, in Assyrian times (c. 1100-600 B.C.) the temple was rebuilt again on an entirely new plan but, since all of it except the north-western front was destroyed, we



FIG. 7. THE DOUBLY-RECESSED ENTRANCE TO THE TEMPLE. VERY LITTLE OF THE UR III DOORWAY REMAINS. THE STEPS WERE ADDED TO COMPENSATE FOR THE DIFFERENCE BETWEEN THE KASSITE FLOORS AND THE STREET-LEVEL.

know nothing of its layout or extent. According to the dating evidence now at hand it was the Seleucians (c. 300 B.C.) who destroyed so much of the earlier temple and constructed the platform over it. The faces of the platform were built of unbaked bricks and the inside was brought up to the desired level with a loose fill which was carried in and dumped there. The fill had been taken from a previously inhabited area and contained the greater proportion of the objects found this season. They can only be comparatively dated, of course, but most of the cultural levels from Early Dynastic to the building of

[Continued overleaf.]

THE EXCAVATIONS AT NIPPUR: SOME OF THE INTERESTING FOUNDATION-BOXES, THEIR CONTENTS; AND OTHER FINDS.



FIG. 8. DEDICATED BY LUGAL-KIGUB-IDUDU OF KISH TO THE GODDESS INANNA: AN EARLY DYNASTIC STONE VASE FOUND IN FRAGMENTS. (Height; 5½ ins.)



FIG. 9. FOUND IN THE FIVE FOUNDATION-BOXES IN THE INANNA TEMPLE: THE FIVE EXCELLENTLY PRESERVED SOLID BRONZE FIGURINES. (Height of smallest figure; 10½ ins.)



FIG. 10. SIMILAR IN STYLE TO THE STATUES OF GUDEA FROM LAGASH: A FRAGMENT OF A MAN'S HEAD IN DIORITE FOUND ON AN UR III FLOOR. (Width; 3½ ins.)



FIG. 11. ONE OF THE FIVE BAKED-BRICK FOUNDATION-BOXES FOUND IN THE INANNA TEMPLE. EACH COVERING BRICK IS STAMPED WITH AN INSCRIPTION OF SHULGI DEDICATING THE BUILDING TO THE GODDESS INANNA.



FIG. 12. ONE OF THE FOUNDATION-BOXES WITH THE COVERING BRICKS REMOVED BUT WITH THE UNDERLYING REED MATTING STILL IN PLACE.



FIG. 13. A FOUNDATION DEPOSIT FOUND BELOW THE GATE OF EKUR: A BRONZE FIGURINE, A STONE MODEL OF A PLANO-CONVEX BRICK, FRIT BEADS AND STONE CHIPS. *Continued.*



FIG. 14. DURING EXCAVATION: THE FOUNDATION-BOX UNDER THE SOUTH-WESTERN TOWER OF THE MAIN ENTRANCE TO EKUR WITH THE BRONZE FIGURINE STILL IN SITU.



FIG. 15. BEARING AN INSCRIPTION OF URNAMMU: THE TWO BRONZE FIGURINES FROM THE FOUNDATION DEPOSITS AT THE MAIN GATE TO EKUR. (Height of left-hand figure; 13½ ins.)

the platform are represented. In some places the fill consisted mainly of broken and disintegrated sun-dried bricks, in other places there were ashes and occupational debris in which we found several "pockets" containing many Old Babylonian and Ur III cuneiform tablets. The platform had been built as a base for a large building with walls some 10 ft. thick, and in places standing more than 20 ft. high (Fig. 6). In the part uncovered by our excavations, however, many of the walls have been completely destroyed by the denudation of the mound and the layout and purpose of the building is as yet unclear.

The main element of the plan, so far, is a large courtyard, 58 ft. square, with narrow rooms surrounding it. As soon as it was known that the foundation boxes in the Inanna Temple were placed under the foundation walls, further investigations were made in the one other temple already excavated, the Temple of Enlil on the north-eastern side of the ziggurat. The towers flanking the entrance had been tested for foundation deposits at the time of excavation, but the pits had not been carried down to the bottom of the foundation walls. A continuation of these pits, however, produced nothing—nor did a pit at

[Continued opposite.]

RELICS OF ANCIENT BABYLONIA: CYLINDER SEALS AND OTHER OBJECTS FROM NIPPUR.

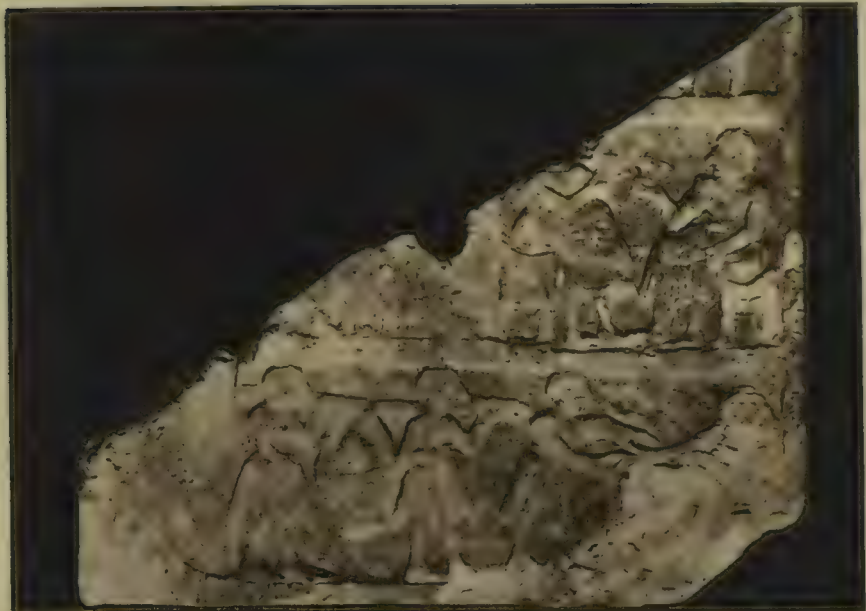


FIG. 16. FOUND ABOVE THE EARLY DYNASTIC TEMPLE OF INANNA: A FRAGMENT OF AN ALABASTER PLAQUE REPRESENTING A FEAST SCENE. (Width; $10\frac{1}{2}$ ins.)



FIG. 17. A FRAGMENT OF A STONE CYLINDER SEAL OF THE EARLY DYNASTIC PERIOD WHICH WAS, HOWEVER, FOUND IN A MUD BRICK IN A SELEUCIAN WALL. (Height; $2\frac{1}{4}$ ins.)



FIG. 18. SHOWING THE GODDESS INANNA SEATED ON A THRONE: A LAPIS LAZULI CYLINDER SEAL WHICH BELONGED TO THE WIFE OF A PRIEST OF ENLIL. (Height; $\frac{1}{2}$ in.)

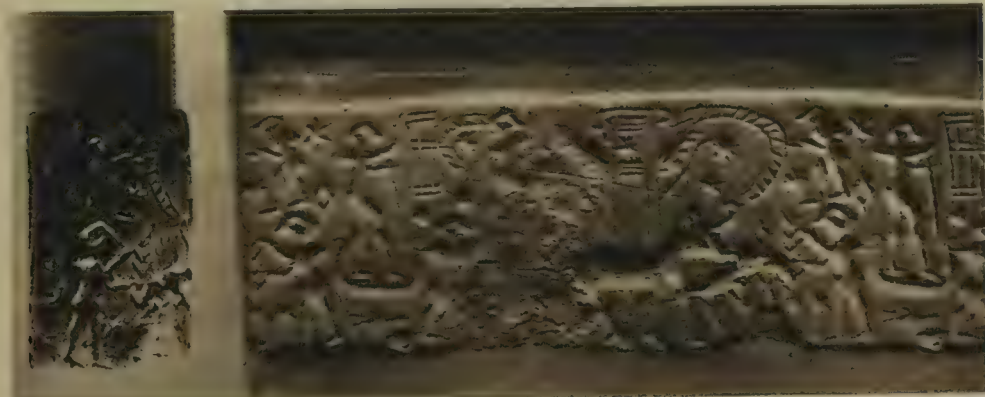


FIG. 19. PROBABLY DATING FROM THE AKKADIAN PERIOD BUT FOUND IN THE FILL OF THE SELEUCIAN PLATFORM: A STEATITE CYLINDER SEAL. (Height; $1\frac{1}{2}$ ins.)



FIG. 20. A HAND HOLDING THE FORELEGS OF A SHEEP OR GOAT: A FRAGMENT OF SCULPTURE IN DIORITE FOUND ON AN UR III FLOOR OF THE INANNA TEMPLE. (Maximum width; $3\frac{1}{2}$ ins.)



FIG. 21. FOUND ON THE SILL OF THE MAIN ENTRANCE OF THE OLD BABYLONIAN TEMPLE: A GREY STONE AMULET OF A FEMALE FIGURE. (Height; $1\frac{1}{2}$ ins.)



FIG. 22. A FEMALE FIGURINE CUT FROM A THIN SHEET OF BRONZE AND FOUND IN ASSYRIAN PERIOD BRICKWORK. (Height; $2\frac{1}{2}$ ins.)



FIG. 23. INCISED WITH A SEATED FIGURE (SIMILAR TO ONE IN FIG. 16): A BONE INLAY PIECE OF THE EARLY DYNASTIC PERIOD WHICH WAS, HOWEVER, FOUND ON AN UR III FLOOR OF THE TEMPLE. (Height; $1\frac{1}{8}$ ins.)

Continued.
the eastern corner of the building. Next we tested below the towers flanking the entrance to Ekur, the inner courtyard containing the ziggurat and the Enlil Temple. This gateway, excavated by the old Pennsylvania Expedition at the turn of the century, was more rewarding. Underneath each tower there was a foundation box similar in size and construction to the ones in the Inanna Temple. The capping bricks were stamped with an inscription of Urnammu, the first king of the Third Dynasty of Ur. Inside the box there was an extremely well-executed bronze figure of a basket-bearer standing full

height upon an oval base with feet together and wearing an ankle-length skirt incised with the same inscription that appears on the baked bricks (Figs. 14 and 15). The overall height of the statuette is approximately $13\frac{1}{2}$ ins. The corrosion is slight and, even before cleaning, there is evident a sensitivity of modelling that is lacking in the foundation figurines of the Inanna Temple. Accompanying the figurine there was a similarly inscribed stone model of a plano-convex brick and, in the bottom of the box, several frit beads and many stone chips of various colours (Fig. 13).

This article is a preliminary report outlining the principal finds during the fifth season of excavations at Nippur.



THE WORLD OF SCIENCE.



POLAR bears have become established as zoo favourites, and in other ways they have become popular with those who do not have to face them as wild animals. In their natural habitat, also, they are not without appeal to the imagination, for, in addition to serving as a source of food and articles of clothing for the Eskimo, they figure widely in his folklore. To those living in the more temperate climates they are inseparably associated with the frozen north. Now that the Arctic is being increasingly invaded, fears are being felt that the existence of these large carnivores may be menaced. Two ways in which a species can be endangered are by unreasonable slaughter and by alteration of the habitat, especially where due to human settlement. Under the second of these, more recent developments include the establishment of new weather stations and of air bases in the Arctic, and an increase in the number of expeditions for exploration.

In the latest number of "Oryx," the Journal of the Fauna Preservation Society, Alan G. Loughrey, of the Canadian Wild Life Service, deals with the polar bear and its protection. Almost simultaneously with it has been published the Proceedings and Papers of the fifth Technical Meeting of the International Union for the Protection of Nature, held at Copenhagen in 1954. In it, also, are two reports on the same animal by Richard Glover, of Canada, and R. Spärck, of Denmark. Although there are still many gaps left in our knowledge of the life-history of the polar bear, as well as of its habits and numbers, the three contributions mentioned form together a valuable addition to our understanding of its present status.

The polar bear is one of the largest, and is certainly the most carnivorous of the bear family. This last is not surprising, since it inhabits the Arctic, where vegetation is hard to find. It lives more especially on the broken pack-ice, especially along the southern edge of the pack, and the movements of the pack-ice determine to a large degree its own movements and distribution. As the ice moves southwards in spring and summer the bears come south, and in August and September, as the ice breaks up, they tend to go ashore and make their way north. Their distribution on any particular coast in a given season will depend largely upon the currents, tides and winds, factors affecting primarily the distribution of the ice-floes, for although polar bears can swim well, and have often been seen miles from land, they avoid, as a rule, large expanses of open water, and they are generally absent from areas of frozen sea ice.

The average length of a polar bear is 7 to 8 ft., and large individuals have reached as much as 9 ft.

The average weight for a female is 700 lb., for a male 900 lb., and the record for a male is 1600 lb. The large body, with its powerful limbs, and the long head, with the "Roman" nose, are too familiar to require description. The broad feet, with their hairy soles, enable the bear to move freely over ice, and a further well-known characteristic is the habit of swinging the head from side to side as the bear walks. Seals, and particularly the ringed seal, are its main source of food. These are either stalked, the bear taking

POLAR BEARS' FUTURE.

By MAURICE BURTON, D.Sc.

advantage of cover afforded by hummocks of ice, or taken by surprise when sleeping at the edge of the ice, the bear approaching by water and rising to crush the skull of the seal with a single blow of its powerful paw. To a small degree, fish, birds and their eggs, as well as carrion, are taken, and the carcass of a large whale will attract anything up to fifty polar bears at a time. In spite of its

have other things to do than hunt bears. Added to these, there is in force a number of checks imposed by the Canadian Government on the killing of polar bears by white men. Other factors bearing on the problem are the animal's rate of increase, its food supply and the use made of polar bears by the Eskimo.

The female polar bear starts to breed at the age of four years, according to Glover, or at five and a half years, according to Loughrey. Thereafter she has a pair of cubs, born from late November to early January (more rarely one or three cubs), every alternate year. From the few records available, she is likely to remain fertile up to twenty-five years of age, although the maximum longevity known is thirty-five years. The rate of breeding, therefore, although not high, is not unduly low, and this must be coupled with an almost complete freedom from enemies, apart from man. Some bears die from accidents in the ice; others from encounters with walruses; and cubs are sometimes killed by adult males. But, other than these, the main causes limiting their numbers, under purely natural circumstances, would be centred upon the abundance or otherwise of food.

In spite of human persecution of seals, the food supply of the bears appears still to be adequate; and although the Eskimo kills now with firearms where he formerly relied upon the lance, the killings are not excessive, because the coast Eskimo now tends to draw upon food from civilised sources.

To extend the picture we can profitably turn to Spärck's figures for Greenland. "At Angmagssalik the number of bears shot has fallen from about 85 yearly, in the period from 1911 to 1920, to about 45 in the period from 1930 to 1940, and in the period from 1940 to about 1950 the average number of Polar Bears has fallen to 34. In Scoresbysund the number has fallen from 64 in about 1930 to 44 in about 1940 and the average of the period 1940-50 was 32. In Julianehaab district the average number of Polar Bears shot yearly was about 30 in the period from 1890 to 1920. In the period from 1920 to 1940 it declined to 7 and in the last decade the yearly average has fallen to about 5. . . . These figures show clearly there must have been a decline in the stock of Polar Bears on the Greenland shores." In addition, a considerable number are shot or caught alive by Norwegian seal-hunters in the pack-ice in the open seas.

The figures for Greenland represent a significant drop in the bear population, but it is probably localised as against the vast area covering the range of the species. Whether polar bears are

in danger of a serious overall reduction in numbers is at the moment problematic, but it is reassuring to know that this possibility is being discussed already by the International Union. Should action to protect the bears become necessary, it will need to be on an international basis, in view of the animals' nomadic habit. But it is probably this habit which spells their greatest chance of survival, so long as there is in the Arctic a sufficiently large area to serve as a reservoir or sanctuary for undisturbed breeding



AN ANIMAL WHICH THE CANADIAN GOVERNMENT HAS ALREADY TAKEN STEPS TO PROTECT FROM EXCESSIVE SLAUGHTER: THE POLAR BEAR, WHOSE FUTURE MAY HAVE TO BE SAFEGUARDED BY EVEN MORE EXTENSIVE INTERNATIONAL ACTION.



LARGEST AND MOST CARNIVOROUS OF THE BEAR FAMILY: THE POLAR BEAR, WHICH LIVES MAINLY ON SEAL MEAT. IT IS VIRTUALLY WITHOUT NATURAL ENEMIES EXCEPT FOR MAN. ITS FLESH CAN BE EATEN BY MAN AND BY SLEDGE-DOG.

Photographs by Neave Parker.

strongly carnivorous habits, a polar bear will on occasion, however, eat large quantities of grass.

Reviewing the status of the polar bear in the Canadian Arctic, Richard Glover regards recent intrusions as negligible. The number of weather stations within its range is fourteen, and the personnel at each station is small. The airfields are few in proportion to the vast territory involved, and they are widely scattered. Their personnel also is relatively small. The expeditions into the Arctic are for specific purposes and their members

SOME PERSONALITIES AND OCCASIONS OF THE WEEK: PEOPLE IN THE PUBLIC EYE AND EVENTS OF NOTE.



MISS DEMETRIADOU: A DENOUNCER OF TERRORISM. On August 5, in a broadcast by Cyprus radio, a Greek Cypriot, Miss Drossoula Demetriadou, whose fiancé was murdered by Eoka terrorists, denounced the Cyprus terrorists and their leader Grivas. She was afterwards flown to Britain as a safety precaution.



NEW SUFFRAGAN BISHOP OF CROYDON: REV. JOHN HUGHES. The Queen has approved the appointment of the Rev. John Taylor Hughes, Canon Missioner of Southwark Cathedral, to the Suffragan Bishopric of Croydon. Canon Hughes was previously a lecturer at Bede College, Durham University, and later vicar of St. James's, West Hartlepool.



THE LATE BISHOP OF ELY: DR. HAROLD E. WYNN. The Right Rev. Harold E. Wynn, Bishop of Ely since 1941, died on August 12 in Cambridge, aged sixty-seven. Ordained to the chaplaincy of Jesus College, Cambridge, in 1912, he was Dean of Pembroke College, Cambridge, 1921-36, and Tutor of Pembroke College, 1936-41.



BISHOP DESIGNATE OF LINCOLN: RT. REV. KENNETH RICHES. It was announced on August 7 that the Rt. Rev. K. Riches, Bishop Suffragan of Dorchester, Archdeacon of Oxford and Canon of Christ Church, Oxford, has been nominated for election by the Dean and Chapter of Lincoln as Bishop of Lincoln in succession to Rt. Rev. M. H. Harland.



A GREAT SPRINTER: MRS. J. F. PAUL. In the Women's A.A.A. Championships, held at the White City on August 11, Mrs. J. F. Paul (Spartan L.A.C.) won the 100 yards and the 220 yards events. She ran the 100 yards in 10.6 secs., beating the British record of 10.8 secs., but there was a strong following wind.



(Left.) FORMER AMBASSADOR TO GREECE: THE LATE SIR MICHAEL PALAIRET. Sir Michael Palairret, who died at his home in Somerset on August 4 at the age of 73, had been successively Minister and Ambassador to Greece from 1939 to 1943. He joined the Diplomatic Service in 1905. [Photograph by Bassano Ltd.]



100 METRES RECORD BREAKERS: PTE. I. MURCHISON (L.), AND PTE. W. WILLIAMS. Two U.S. soldiers, competing at the international military sports in Berlin, have beaten the 100 metres record of 10.2 secs., set up in 1936 by Jesse Owens—a record since equalled by seven others. Williams' first time of 10.1 secs. was disputed, but he afterwards beat Murchison, who had also previously returned a time of 10.1 secs., in a final, his time again being 10.1 secs.

(Right.) A DISTINGUISHED PHYSICIAN: THE LATE SIR H. HAROLD SCOTT. The death occurred on August 6 of Sir H. Harold Scott, K.C.M.G., M.D., F.R.C.P., at 82. He was Director, Bureau of Hygiene and Tropical Diseases, 1935-42, and President, Royal Society of Tropical Medicine and Hygiene, 1943-45.



ACROSS THE CHANNEL AND BACK BY CANOE: ONE W.R.A.F. AND THREE R.A.F. OFFICERS ON THEIR ARRIVAL IN FRANCE.

During the August Bank Holiday week-end four members of the R.A.F. Canoe Club at Oakington, Cambridge, crossed the Channel by canoe. They crossed from Dover to Calais on Saturday, Aug. 4, in 8 hours 10 minutes and returned on Sunday in 10 hours. They were W.R.A.F. Flying Officer Audrey Dent; Squadron Leader A. Williams; Pilot Officer R. Brewster and Pilot Officer C. Wallis.



FRENCH MOBILGAS ECONOMY RUN WINNERS: MR. KENDRICK, MISS WRIGHT, AND THEIR AUSTIN A-90.

Driving an Austin A-90 Westminster, in which they had also won the corresponding event in Britain in June, Mr. H. Kendrick and Miss P. Wright, his co-driver, won the French Mobilgas Economy Run on August 3. The competition is for standard production models, and is driven over a course of 2200 kilometres. The result was calculated on a ton-mile basis.



AN ULSTER STATESMAN: THE LATE MR. J. M. ANDREWS. The death occurred on August 5 of the Right Hon. J. M. Andrews, C.H., M.P., who was Prime Minister of Northern Ireland from 1940 to 1943. He was eighty-five. Before succeeding Lord Craigavon as Prime Minister he had been Minister of Labour and Minister of Finance.



ON A VISIT TO TURKEY: KING IDRIS OF LIBYA, WITH PRESIDENT BAYAR, OF TURKEY.

On August 6 King Idris of Libya arrived in the Turkish yacht *Savarona* at Istanbul, at the start of his visit to Turkey. The King was met by President Bayar, of Turkey. This is the first visit to Turkey by the King since Libya, a former province of the Ottoman Empire, acquired its independence.



PABLO PICASSO, LEFT, AT ONE OF THE BULL-FIGHTS HE HAS ARRANGED AT VALLAURIS. On August 5 Pablo Picasso, the French painter, attended the third of the bullfights which he has recently arranged. In this type of bullfighting the bull is not killed. Picasso is seen, with the French poet, Jean Cocteau, applauding at the fight, which was held at Vallauris, in Southern France.



"ANDERSON SHELTER" DESIGNER: THE LATE SIR W. PATERSON. Sir William Paterson, who designed the "Anderson" air raid shelter in 1939, died in London on August 9, aged eighty-one. Sir William had been in control of the Paterson Engineering Company for 53 years when he retired last January. He had filed over seventy British patents.

THE COLOMBIAN DYNAMITE DISASTER; AND NEWS FROM THREE COUNTRIES.



WHERE 1000 PEOPLE ARE REPORTED TO HAVE BEEN KILLED IN A COLOSSAL EXPLOSION: A SCENE OF DESTRUCTION IN THE CENTRE OF CALI, COLOMBIA.



GOODS TRUCKS AND STATION BUILDINGS SHATTERED BY THE BLAST AT CALI, WHEN EIGHT LORRIES LOADED WITH EXPLOSIVES AND AMMUNITION EXPLODED.

At about 1.30 a.m. in the morning of August 7, after a night of celebrations of a national holiday, eight lorries loaded with dynamite and ammunition for the Colombian Army exploded in the centre of Cali, a town of 90,000 population in Western Colombia. The explosion made a crater 210 ft. in diameter and wrecked very many buildings. The death-roll has been variously estimated, and 1000 dead is thought to be a conservative figure, the total casualty figure being about 3000.



INTRODUCED BY PRESIDENT EISENHOWER (RIGHT): MR. DULLES SPEAKING TO THE AMERICAN TELEVISION AUDIENCE ON THE GRAVITY OF THE SUEZ CRISIS ON AUGUST 3.

On his return to Washington after the London talks on the Suez crisis, Mr. John Foster Dulles reported to President Eisenhower and on the evening of August 3 made a statement to the United States by television, in which he was introduced by the President himself. In this statement he said that if President Nasser's decision to exploit the Suez Canal were allowed to go unchallenged this would "encourage a breakdown of the international fabric upon which the security and well-being of all peoples depend," and that the forthcoming conference would provide "moral forces which are bound to prevail."



CHAMPIONS OF THE AUTHENTICITY OF THE ROUFFIGNAC CAVE PAINTINGS—IN THE GROTTO: (L. TO R.) M. R. ROBERT, PROFESSOR GRAZIOSI AND PROFESSOR NOUGIER. Although some have questioned the authenticity of the prehistoric cave paintings recently discovered in the Rouffignac grotto, Professor Paolo Graziosi has lately added his support to the belief of the Abbé Breuil and Professor Nougier that the wall paintings are indeed genuine.

(Right.) COWES WEEK: A SCENE ON AUGUST BANK HOLIDAY DURING THE FIRST DAY'S RACING OF THE ROYAL LONDON YACHT CLUB'S REGATTA.

This year Cowes Week started with gusts of wind, heavy rain showers and dead calms, and it ended, as has often happened in the past, in a gale of wind. On August 6 there were more than 300 entries for the sixteen events in the day's racing, and the poor weather conditions led to some unusual results. The Duke of Edinburgh joined the Royal yacht *Britannia*, which was moored in Cowes Roads, on the evening of August 4. On August 7 the Duke was joined by King Faisal of Iraq, and on the following day, when the weather was perfect for sailing, the Duke, accompanied by his Royal visitor, won the handicap event for yachts from 19 ft. to 30 ft. in his new centre-board gunter-rig sloop of 4 tons, *Fairey Fox*. On August 9, the Duke of Edinburgh scored his second consecutive victory in *Fairey Fox* when he easily won the Vanity Cup for cruising yachts of 19- to 30-ft. rating.



THE TRAGIC BELGIAN MINE DISASTER WHICH HAS SHOCKED THE WORLD.



DURING ONE OF HIS VISITS TO THE MINE : KING BAUDOUIN GOING DOWN TO THE PIT ENTRANCE WITH M. VAN ACKER, THE BELGIAN PRIME MINISTER, WHO IS FOLLOWED BY THE MANAGER OF THE COAL-MINE.



ACCOMPANYING THE KING DURING HIS VISIT TO THE MINE : CARDINAL VAN ROEY, THE ARCHBISHOP OF MALINES (RIGHT), WHO LATER SPOKE TO RELATIVES OF THE MISSING MINERS WHO WERE WAITING OUTSIDE THE PIT GATES.



AT MARCINELLE : THE WIFE OF ONE OF THE RESCUE WORKERS HELPING HER HUSBAND TO PUT ON HIS COAT BEFORE HE DESCENDED THE MINE.

A tragic mine disaster in Belgium, described as the worst mining disaster of modern times, has evoked the sympathy of the world. On August 8, 276 miners were trapped 3000 ft. underground at the Bitter Heart Colliery, at Marcinelle, near Charleroi. It is believed that the fire started when a wagon fell in a ventilating shaft, cutting an electric cable and causing a short circuit. Immediately rescue operations were started to free the trapped workers, who included some 139 Italians, and wives, sisters, brothers, fathers and other relatives quickly gathered in a silent anxious crowd outside the pit gates. On the day of the disaster seven survivors and eight dead were brought to the



AS THE DISASTROUS FIRE RAGED DEEP BELOW THE SURFACE : A VIEW OF THE MINE AT MARCINELLE, NEAR CHARLEROI, WITH DENSE VOLUMES OF SMOKE BELCHING SKYWARDS FROM THE SHAFTS.



DURING THEIR AGONISING VIGIL : RELATIVES OF THE TRAPPED MINERS GAZING THROUGH THE RAILS AT THE RESCUE OPERATIONS WITH FEAR IN THEIR HEARTS.

surface, but it was found impossible to reduce the heat and smoke in the pit, and the galleries were too hot for rescue work to be attempted. As the days passed, rescue operations, aided by Belgian, French, German and Italian engineers, continued unceasingly. On August 12 M. Van Den Heuvel, Director-General of the Belgian Department of Mines, said that rescuers had penetrated 165 ft. into the gallery where most of the men were trapped, and on August 13 some bodies were brought up from this gallery. On this day Belgium observed a national day of mourning when the victims of the mine disaster whose bodies had been recovered were buried.

THE WORLD OF THE THEATRE.

MAJOR AND MINOR.

By J. C. TREWIN.

THE gull has poised for a few moments on the sunlit rock to consider the situation. It seems, on the whole, to be pleased. Nothing else, for this brief space, is in sight: not a ship on the southern sea, a film of blue crystal to the lost horizon, not a Man-Friday footprint on the beach, no one on the steps that drop to the cove in a roughly-scratched zig-zag. There are just the seagull and myself. It seems a good time to think about Anton Chekhov's play, "The Seagull," the last I met before leaving London for this singularly un-Chekhovian Cornwall.

It is the first important revival for seven years. I have no doubt that an older generation will continue to discuss Komisarjevsky. It will remember Dame Edith's Arkadina (that decorative peacock, overwhelming in vanity, taking the eye—as James Agate said—like "a drawing of Sarah by Toulouse-Lautrec"). It will think of Peggy Ashcroft's touching Nina, John Gielgud's Trigorin, the New Theatre excitements of May 1936. Younger playgoers will talk of a less successful 1949 revival (though that did have Paul Scofield's incomparable Konstantin). And now many newcomers will take their cue from this Saville Theatre revival of 1956. It is a very human performance. The people are not moulded stiffly: they come to us from the text—made as supple as possible in a new translation by David Magarshack—with a humanity lost when, as we have known it happen, a director approaches Chekhov on hands and knees.

"The Seagull" must always live with me for the end of its first act, when nearly everyone has gone from the glade by the moonlit lake, and only Dorn, the doctor, remains with Masha in tears at his feet. Nicholas Hannen, who played Dorn in 1949, speaks still with his old gentleness: "But what can I do, my dear child? What? . . . What?" That moment keeps the imagination just as, in its more theatrical way, the end of the fourth act does when Dorn is again the speaker. This time he is breaking the news, in an aside to Trigorin, that Konstantin is dead.

It is seven years since I wrote that the ecstasies, frustrations, despairs of "The Seagull" come to us with an aching loveliness that deepens with time. I can merely marvel at the idea of a New York critic, Walter Kerr, that Chekhov is "just an 'Arts Theatre' admiration in London." Mr. Kerr is writing from a long, long distance: he ought to come over to see.

Certainly the Saville Theatre production makes the invariable effect. The last act of this piece, in which all the people are mourning for their lives, as Masha does, must still any audience. We have been caught up into a lost Russia, a world of regret and frustration. The revival, it seems to me, does all that is needed without demanding minute analysis. One or two performances are markedly right: Diana Wynyard's firm statement of Arkadina, who cannot be acted as a mere flourish of grease-paint; George Relph's crumbling Sorin (beautifully judged in the last act); Nicholas Hannen's doctor, and the blustering Shamrayev of David Bird, with his voice like a jelly powdered with grated nuts. I feel that Perlita Neilson will be a more complete Nina later on: she has a child's heartbreak, but she does not yet carry Nina's first and last scenes, though she is the girl herself in the passage with Trigorin. Hugh

Williams treats the man—fatally "infirm of purpose"—with typical detachment and quiet effect. For me the Konstantin, Lyndon Brook, is shadowed a little by my memories of Paul Scofield in 1949, but he has a sincerity that we can value, a way of thinking before he speaks, which is something that young actors—apt to rush their cues—might consider.

is being carried too far. I agree; I have already mentioned Komisarjevsky: rules have to be broken, and in any event "The Seagull" is remembered always for its famous Moscow Art Theatre production by Stanislavsky (himself the Trigorin) and Nemirovich-Danchenko. It is surprising now to think that, when the play was produced two years earlier, by E. P. Karpov, at the Alexandrinsky Theatre, in St. Petersburg, it was a thorough failure. Chekhov vowed at the time that he would never write for the stage again. One St. Petersburg newspaper said that "every act exuded terrible boredom, distortion of truth, ignorance of life and men." (Where was Mr. Kerr in those days?) Later performances were more successful, but the early damage could not be repaired. Two years later all was forgotten in the Moscow blaze.

It is amusing that John Clements should have included both "The Wild Duck" and "The Seagull" in this splendid Saville run. One is never very happy about the too-obvious symbolism . . . but I can say no more, for the seagull has flapped off into the blue above Housel Bay—this morning it is Kipling's "high unaltered blue"—and I am left alone with nothing whatever in a remote, glittering summer world of the south to remind me of the Russia of long ago. (Strange how Chekhov seems to come to us from forgotten ages: he was four years younger than Bernard Shaw, whose

treatment of "Heartbreak House" showed his admiration.)

If my present surroundings are un-Chekhovian, they are even farther from "Doctor in the House." And I cannot begin to ask what Sorin's guests would have made of the racing and chasing and bellowing, the apparent improvisation, on the stage of the Victoria Palace. This farce is one of the noisiest I recall: a rough-and-tumble, adapted from Richard Gordon's book, which I have not read. One gathers that it is impossible to become a doctor without a fantastic training, a kind of unofficial bleeding, in a world of students in full roar, eccentric surgeons, matrons who derive from Medusa, nurses in various degrees of the coming-on disposition (one of the dear girls is known as "Riggie," short for Rigor Mortis), and, of course, a comic porter in league with the young.

Probably there are other methods of entering the profession; but this farce takes a single-minded path. We have to agree that it is vigorous enough, and better suited to the Victoria Palace than its predecessor was, a gentle musical comedy. In these times we expect crazy-gang stuff at the Victoria Palace; and the phrase speaks for "Doctor in the House." It has, at any rate, two highly accomplished performances: those of Frank

Thring as a volcanic surgeon with flames coming out of his top, and Douglas Ives, one of the richest of character actors, as the histrionic porter inevitable at such an institution as St. Swithin's. (Both Mr. Thring and Mr. Ives can pack libraries into a glance.)

There it is. When I meet the doctor this evening I must ask him what he thinks about Dorn on the one hand, and St. Swithin's on the other. But we shall probably talk about butterflies. I see them now, flashing, flickering, shimmering, in the approach to the cove. And overhead, yes, the seagull, or a near relative, is flying back across Housel Bay, talking at the top of its voice. There would be a part for it, I am sure, at the Victoria Palace.



THE FIRST IMPORTANT REVIVAL FOR SEVEN YEARS OF ONE OF ANTON CHEKHOV'S MASTERPIECES: "THE SEAGULL" (SAVILLE), SHOWING A SCENE, ON THE CROQUET LAWN, FROM THE PLAY WITH (L. TO R.) MEDVEDENKO (JOHN BENNETT); NINA (PERLITA NEILSON); SORIN (GEORGE RELPH); DORN (NICHOLAS HANNEN); MASHA (JILL BENNETT) AND IRINA ARKADINA (DIANA WYNARD).



A "SMACK-BANG FARCE ABOUT MEDICAL STUDENTS AND THEIR LOVE-AFFAIRS": "DOCTOR IN THE HOUSE" (VICTORIA PALACE), SHOWING A SCENE IN WHICH SIR LANCELOT SPRATT CONDUCTS AN OPERATION WITH (L. TO R.) MATRON (ELIZABETH ALYS); SIMON (PHILIP GILBERT); SIR LANCELOT (FRANK THRING); BROMLEY (DOUGLAS IVES); JOHN (EDWARD WOODWARD) AND TONY (ALAN WHITE).

Michael MacOwan, as I have implied, treats the play so tactfully that we are not conscious of the direction: that is as it should be, especially in these days when we are too quick to bracket a director's name with the author's: a fashion that

OUR CRITIC'S FIRST-NIGHT JOURNAL.

"DOCTOR IN THE HOUSE" (Victoria Palace).—Not exactly a sedative. This is smack-bang farce about medical students and their love-affairs. It is adapted from a novel that has already fathered a successful film, and it makes most of the usual medical-student jokes, and makes them louder than ever. Frank Thring, in full thunder, is something to see and to hear, though I doubt whether he is a credible idea of a distinguished surgeon. (July 30.)

"THE SEAGULL" (Saville).—The third play in John Clements's Saville series is one of the masterpieces of Anton Chekhov, discussed on this page. (August 2.)

THE TENTH EDINBURGH FESTIVAL: OPERA, BALLET, AND DRAMA.



THE FIRE SCENE FROM "HOMAGE TO THE QUEEN," THE FREDERICK ASHTON BALLET WHICH THE SADLER'S WELLS BALLET ARE PRESENTING.



SALOME'S DANCE FROM THE RICHARD STRAUSS OPERA "SALOME," ONE OF THE FIVE OPERAS WHICH THE HAMBURG STATE OPERA ARE PRESENTING.



PAPAGENO AND PAPAGENA IN "THE MAGIC FLUTE," BY MOZART, WHICH GUNTHER RENNERT IS PRODUCING AND RUDOLF KEMPE CONDUCTING.



A SCENE FROM STRAVINSKY'S OPERA "EDIPUS REX," WHICH IS BEING PRESENTED WITH THE SAME COMPOSER'S "MAVRA" IN A DOUBLE BILL.



RAM GOPAL, THE FAMOUS INDIAN DANCER, WHO IS APPEARING IN THE THIRD WEEK WITH HIS COMPANY IN A PROGRAMME OF DANCES.



BERYL GREY AND PHILIP CHATFIELD IN THE BALLET "THE LADY AND THE FOOL," CHOREOGRAPHY BY KENNETH MACMILLAN, MUSIC BY VERDI.



THE ITALIAN COMPANY, PICCOLO TEATRO OF MILAN, IN THE GOLDONI PLAY "ARLECCHINO: THE SERVANT OF TWO MASTERS."

The dramatic (in the widest sense) productions during the three-week Edinburgh Festival opening this week-end are of very great interest. The Hamburg State Opera is presenting five operas, a Mozart, a Richard Strauss, a Cornelius and a Stravinsky double bill. Sadler's Wells Ballet are putting on a number of ballets by Ashton, Cranko, Macmillan and Rodrigues, including "The Miraculous Mandarin," which is being given its first performance. Ram Gopal is bringing a company and a programme which includes the world première of "The Legend of the Taj Mahal." An Italian company,



A MUCH-ANTICIPATED PRODUCTION: THE STRATFORD ONTARIO FESTIVAL COMPANY IN "HENRY V," WITH CHRISTOPHER PLUMMER AND GINETTE LÉTONDAL.

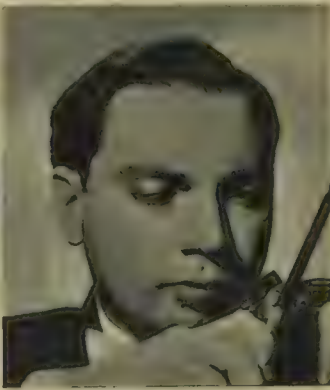
the Piccolo Teatro from Milan, making their first appearance at Edinburgh, are staging a Goldoni and Pirandello's "To-night we Improvise." The Canadian Stratford Ontario Festival Company are also visiting Edinburgh for the first time and presenting Shakespeare's "Henry V" and Sophocles "Edipus Rex." Mr. Henry Sherek is presenting Dylan Thomas's "Under Milk Wood" and Shaw's "Fanny's First Play." There will also be the entertainment "Pleasure of Scotland" and James Bridie's "The Anatomist," presented by the Edinburgh Gateway Company.



APPEARING WITH THE AMADEUS STRING QUARTET: THE VIOLA PLAYER CECIL ARONOWITZ.



CONDUCTING THE ROYAL PHILHARMONIC ORCHESTRA: SIR THOMAS BEECHAM.



SOLOIST IN TWO CONCERTS: THE NOTED AMERICAN VIOLINIST ISAAC STERN.



CONDUCTING THE NATIONAL YOUTH ORCHESTRA OF GREAT BRITAIN: WALTER SUSSKIND.



CONDUCTING THE HAMBURG STATE OPERA IN "THE MAGIC FLUTE": RUDOLF KEMPE.



SOLOIST WITH THREE ORCHESTRAS AND GIVING A SCHUMAN RECITAL: THE FRENCH PIANIST ROBERT CASADESUS.



THE PIANIST LOUIS KENTNER, WHO WILL BE GIVING A LISZT RECITAL IN THE FREEMASONS' HALL.



PLAYING HIS OWN COMPOSITION IN A CONCERT FOR YOUNG PEOPLE: THE PIANIST ERNST VON DOHNANYI.



A SOLOIST IN THE CLOSING CONCERT ON SEPTEMBER 8: THE CELEBRATED PIANIST CARL SEEMANN.



TENOR SOLOIST WITH THE VIENNA HOFMUSIKKAPPELLE: OSCAR CZERWENKA.



SANDOR KONYA, WHO SINGS NUREDDIN IN CORNELIUS' "DER BARBIER VON BAGDAD."



CONDUCTING THE HAMBURG STATE OPERA IN THREE WORKS: LEOPOLD LUDWIG.



ALBERT BITTNER, WHO CONDUCTS THE HAMBURG STATE OPERA IN "DER BARBIER VON BAGDAD."



CONDUCTING THE B.B.C. SCOTTISH ORCHESTRA IN THEIR CONCERT ON AUGUST 21: IAN WHYTE.



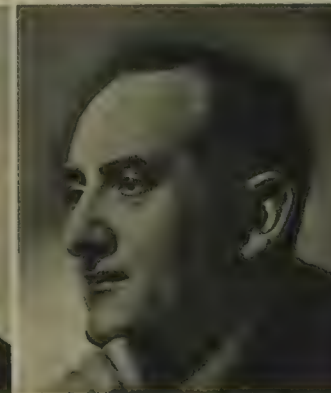
CHARLES MUNCH, WHO WILL CONDUCT THE BOSTON SYMPHONY ORCHESTRA IN THREE CONCERTS.



SINGING TWO TENOR PARTS WITH THE HAMBURG STATE OPERA: RUDOLF SCHOCK.



CONDUCTING THE BOSTON SYMPHONY ORCHESTRA IN TWO CONCERTS: PIERRE MONTEUX.



CAMPOLI: SOLOIST WITH THE ROYAL PHILHARMONIC IN THE BLISS VIOLIN CONCERTO.



CONDUCTING THE SCOTTISH NATIONAL ORCHESTRA IN THEIR TWO CONCERTS: KARL RANKL.



RICHARD LEWIS, TENOR, WHO SINGS IN BOTH THE OPENING AND THE CLOSING CONCERTS.



CONDUCTOR OF THE VIENNA HOFMUSIKKAPPELLE IN THEIR THREE CONCERTS: JOSEF KRIPS.



GUNTHER RENNERT, WHO IS PRODUCING FOUR HAMBURG STATE OPERA PRODUCTIONS.



SOLOIST ON THREE OCCASIONS: THE VIOLINIST WOLFGANG SCHNEIDERHAN.



CLIFFORD CURZON, WHO WILL BE GIVING A RECITAL OF SCHUBERT PIANO PIECES.

THE TENTH EDINBURGH INTERNATIONAL FESTIVAL: PORTRAITS OF CONDUCTORS AND ARTISTS OF MANY NATIONS.

This year's Edinburgh International Festival, the tenth in the series, is due to open on Sunday, August 19, with a service in St. Giles' Cathedral. That evening the opening concert in the Usher Hall will be given by the Royal Philharmonic Orchestra, conducted by Sir Thomas Beecham, Bart. With the Edinburgh Royal Choral Union and Sylvia Fisher, Nan Merriman,

Richard Lewis and Kim Borg as soloists, they will perform Beethoven's renowned Choral Symphony. There will be several first performances of orchestral pieces at this festival, including Sir Arthur Bliss's Overture "Edinburgh," which he himself will be conducting on August 20. He has presented this piece on the occasion of the Tenth Edinburgh International Festival.



A SOLOIST WITH THE ROYAL PHILHARMONIC ORCHESTRA: SYLVIA FISHER, SOPRANO.



NINA MILKINA, THE FAMOUS PIANIST, WHO WILL GIVE A MOZART RECITAL.



ROSALYN TURECK, THE AMERICAN PIANIST, WHO WILL GIVE TWO BACH RECITALS.



ITA MAXIMOVNA, STAGE DESIGNER FOR "THE MAGIC FLUTE."



DAME MYRA HESS, WHO WILL BE GIVING A BEETHOVEN RECITAL.



TO SING IN LIEDER RECITALS: IRMGARD SEEFRIED, SOPRANO.



ONE OF THE SOLOISTS IN THE OPENING CONCERT: NAN MERRIMAN, SOPRANO.



ELISABETH GRUMMER, SOPRANO, WHO WILL SING PAMINA IN "THE MAGIC FLUTE."



COLETTE LORAND, SOPRANO: THE QUEEN OF NIGHT IN "THE MAGIC FLUTE."



SINGING IN "MAVRA" AND "DER BARBIER VON BAGDAD": MELITTA MUSZELY.



TO SING JOCASTA IN "CEDIPUS REX": MARIA VON ILOSVAY, MEZZO SOPRANO.



SINGING PAPAGENA IN "THE MAGIC FLUTE": ERNA MARIA DUSKE, SOPRANO.



ALSO SINGING IN "THE MAGIC FLUTE": ANNEILIESE ROTHENBERGER.



HELGA PILARCZYK, WHO WILL BE SINGING IN THE SOPRANO TITLE ROLE IN "SALOME."



TO SING HERODIAS IN STRAUSS' "SALOME": SIW ERICSDOTTER, SOPRANO.



ALSO APPEARING WITH THE HAMBURG STATE OPERA: CHRISTEL GOLTZ.



VALENTINA FORTUNATO, WHO WILL BE APPEARING WITH THE PICCOLO TEATRO, MILAN.



MARGARETHE AST, SOPRANO, WHO WILL BE SINGING MINOR PARTS WITH THE HAMBURG STATE OPERA.



SINGING IN THREE OF THE HAMBURG STATE OPERA'S PRODUCTIONS: GISELA LITZ, MEZZO SOPRANO.



ANNY SCHLEMM, SOPRANO, WHO WILL BE SINGING IN THE HAMBURG STATE OPERA'S "THE MAGIC FLUTE."

THE TENTH EDINBURGH INTERNATIONAL FESTIVAL: SOME OF THE ARTISTS WHO WILL BE PERFORMING.

For the second time since the foundation of the Edinburgh Festival, which starts on August 19, opera will be provided by the Hamburg State Opera instead of by Glyndebourne. The previous visit of the Hamburg State Opera in 1952 was a great success and their five operas this year are, therefore, arousing great expectations. Among the works are two operas

which have not previously been staged in this country, "Mavra" and "Œdipus Rex," both by Stravinsky. Cornelius' "Der Barbier von Bagdad" will be one of the most interesting of the operas. It has been performed in Britain surprisingly seldom; but although hitherto neglected has been compared with the best-known examples of comic opera.

NOTES FOR THE NOVEL-READER.

THE NOVEL OF THE WEEK.

ONE is not instinctively drawn to Volume I of a Swedish "epic" trilogy about early settlers in America; indeed, it may be an effort to bring one's mind to it. So I found with "The Emigrants," by Vilhelm Moberg (Reinhardt; 15s.)—despite the assurance that its author has been translated into seventeen languages and "has a world-wide reputation as a towering representative of the epic tradition in literature." If anything, that seemed to aggravate one's reluctance. The only way to get over it is to take the plunge. Afterwards there may be a short struggle; but few of those who recoiled from Part I are likely to have the same trouble with Part II. Yet the tale is exactly what it is given out to be. Or not exactly: for it is said to describe how "one million persecuted and poverty-stricken men and women left Sweden, a century ago. . . ." Whereas, on the contrary, it concerns the daring few—the very first swallows of the great migration.

The scene is Ljuder Parish, in the stony province of Smaland, where more and more peasants find it harder and harder to scrape a living. Even the most capable and determined of them—even Karl Oskar Nilsson is doomed to slip back and back. That is the great motive-force: land-hungry desperation. But it has to be obstinate desperation. No one has ever gone to America from these parts. No one even knows of anyone who has ever seen it; and to Karl Oskar's wife, it is as though he suggested taking his family to the moon. But Karl Oskar repeats that "someone must be first"—and, indeed, the ferment is already at work; a year later, he and Kristina set out for Karlshamn in a party of nine, excluding young children. Though the others are not much of an advertisement for the scheme. There is a middle-aged neighbour running away from his marriage: a young lad running away from farm service to Elysium—he has a book about it, entitled "Description of the United States of North America": and a peasant visionary running away for conscience' sake. Danjel has assured his three converts—his wife and the parish whore and her daughter—that they will be able to speak English fluently on the other side. . . .

The voyage occupies half the book, which is now the common story of the seventy-eight emigrants on board. This story had to have background, and we get a whole slab of statistics on Ljuder Parish. It had to have individuals, and they are very appealing. But it is the imaginative breadth, the vision of spiritual, as well as physical migration, that makes one eager for the next phase.

OTHER FICTION.

"A Single Pebble," by John Hersey (Hamish Hamilton; 11s. 6d.), also describes a voyage, physical and spiritual. The protagonist is a young American engineer; and his America is the Yangtze. He has been sent out to survey a hydro-electric project—for this was a long time ago; and he is advised to do the last part—the wild, difficult and relevant part—on a Chinese junk. He goes aboard it full of Western superiority and ideals, and the junkmen's antic cheerfulness and blank indifference to "getting ahead" throw him into a fever of irritation. And presently the quality of his vision changes. The junk-owner's young wife, at first only a bright, coarse river-girl, appears as a sweet Stoic, a fountain of myth and poetry. Engineering is rebuked by the savage, apocalyptic river-gorges; the monstrous toil and awful, yet unbelievably static lives of the towing-crew, and the reflection that all this has been going on for thousands of years. Above all, the gang foreman, with his care-freedom and almost devilish "ecstasy-in-work," becomes a sublime enigma. . . . The anecdote is a tragic one—vivid and convincing in its externals, and in its effect on the narrator. But one can't believe he understood his Chinese. He shows a nervous regard for them which is incompatible with the feeling, though highly congenial to the idea, that all men are brothers.

"Charmed Circle," by Susan Ertz (Collins; 13s. 6d.), is about an American family, semi-Europeanised, singularly endowed with all earthly blessings. The parents worship each other and their children. They are quite idle and "have never looked a fact in the face": least of all the fact that Halley and his brother and sister may want to become individuals. And, indeed, they only half want to—the family magic is so powerful. In this conflict two of them are destroyed, and Halley survives by the skin of his teeth. An "ordinary" novel, but very agreeable.

"Crime Out Of Mind," by Delano Ames (Hodder and Stoughton; 10s. 6d.), takes Jane and Dagobert to a Gasthof in the Tyrol—partly on holiday, partly to report on their botanising young cousin Peregrine, whose letters have been strangely full of the innkeeper's niece. However, it appears that the odious though blooming Tilly has just been shoved off the veranda into the River Gurgl. The puzzle has also a broad romantic streak. And, above all, it has Jane: not only the most engaging wife-of-sleuth, but the gayest and perhaps funniest narrator in detective fiction. Here she is in excellent form.

CHESS NOTES.

By BARUCH H. WOOD, M.Sc.

TO have the white pieces and the first move is considered a distinct advantage. So for Black to win within twenty moves is a rare occurrence indeed. Each of these games was played within the last two or three months.

Played in the championship of Reykjavik, Iceland:

FRENCH DEFENCE.			
White	Black	White	Black
MARELSSON	SIGURDSSON	MARELSSON	SIGURDSSON
1. P-K4	P-K3	7. B-K2	Kt-R3
2. P-Q4	P-Q4	8. P-QKt4	P-QP
3. P-K5	P-QB4	9. P-QP	Kt-B4
4. P-QB3	Kt-QB3	10. B-Kt2	B-K2
5. P-QR3	Q-Kt3	11. P-Kt4?	Kt-R5
6. Kt-B3	B-Q2	12. Kt-Kt	B-Kt

White should now have castled—and the game would never have been published anywhere. Instead, he made a single nondescript move—and suddenly merry hell breaks loose.

13. Q-Q3? Kt-KP1 17. Kt-Q2 R-QB1ch
14. P-Kt Q-BPch 18. B-B3 P-Q5

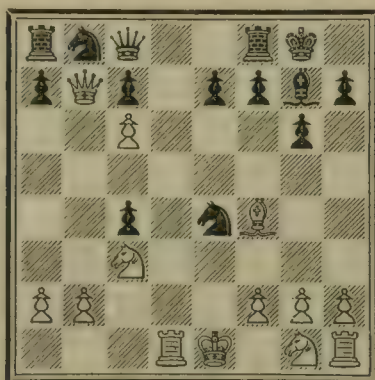
15. K-Q1 B-R5ch 19. R-B1 R-Bch
16. K-B1 B-KKt4ch 20. Q-R Q-Rch

Even stronger than 20. . . . P-Q at once. Now, after 21. B-Q, P-Q, another piece would go, so White resigns.

Where did all those black pieces come from? The game is an object-lesson in the power of potential development.

Played in the students' team championship at Uppsala, Sweden:

GRUENFELD DEFENCE.			
White	Black	White	Black
PADEVSKI	KORCHNOV	PADEVSKI	KORCHNOV
Bulgaria	U.S.S.R.	Bulgaria	U.S.S.R.
1. P-Q4	Kt-KB3	7. P-K4	P-BP
2. P-QB4	P-KKt3	8. B-P	P-Q5
3. Kt-QB3	P-Q4	9. P-Q5	P-QKt4!
4. B-B4	B-Kt2	10. P-B	P-B
5. Q-R4ch	B-Q2	11. Q-Kt7	KKt-P
6. Q-Kt3	B-B3	12. R-Q1	Q-B1



Now White goes wrong, in a position of such wildness that nobody could have been blamed for doing so. He should have played 13. Kt-Kt! after which hordes of analysts failed to find anything better for Black than 13. . . . Q-K3 and now White can play 14. Q-R, e.g. 14. . . . Q-Ktch; 15. Kt-K2, Kt-P; 16. Q-Kt7, R-Kt1; 17. Q-BP, R-P; 18. R-QSch, B-B1; 19. Castles and White wins! 19. . . . R-Kt; 20. B-R6! Instead. . .

13. Q-R? B-Ktch 14. P-B Kt-QBP
White now misses another winning chance (15. R-B1)

15. B-R6? Q-K3ch 18. Kt-B3 Q-Kt8
16. K-B1 Kt-R 19. Q-Kt7 Kt-K6
17. B-R. Q-B4

Double ch, so White's king must move. White resigns. (20. K-K2, Q-Q6ch and 21. . . . Q-Q8 mate.)

ARCHAEOLOGY AND AUTOBIOGRAPHY—THE HUMAN TOUCH.

WITH one exception the books reviewed this week are popular books on archæology, popularly written. Mr. Leonard Cottrell, author of "The Mountains of Pharaoh" (Hale; 16s.), approaches a familiar theme from an unfamiliar angle. This is the story of the many archæologists and explorers who have endeavoured to penetrate the secrets of the Pyramids, or, to give them their Arabic name (from which the book takes its title), the "mountains of Pharaoh." It is probable that, in spite of the restoring piety of the Saitic princes, most of the Pyramids had yielded their treasures to the tomb-robbers long before Herodotus visited them some four and a half centuries before Christ. Herodotus, of course, comes first in

Mr. Cottrell's description of distinguished or eccentric visitors to the Pyramids who have left their written accounts for posterity. As in his other writings, Herodotus, who has been called "the father of lies" as well as the "father of history," combines accurate reporting with delightful fables which he does not expect to be taken seriously. His description of the Giza Pyramids is interesting for two reasons: the first, that in referring to the walls of "polished stone" of the Great Pyramid, he reveals that it still had its original casing of polished limestone, of which now only a few fragments remain, and the second that his account of the building of the Pyramids, though clearly already traditional in his day and inaccurate in some details, has been confirmed by modern research. It is amusing to find that even in Herodotus' day the Pyramids were infested by the forerunners of the modern Egyptian dragoman with a fund of tall stories and an insatiable appetite for *baksheesh*. Of the later explorers, the most amusing and enigmatic (for it is difficult at this stage to decide whether he had his tongue in his cheek or not) was the redoubtable Colonel Richard Howard-Vyse, a distinguished soldier, who arrived in Egypt in 1835 and who evidently combined the curiosity of a John Aubrey with the attitude to those around him of a Colonel Blimp. Howard-Vyse is remarkable in the history of Egyptology, in that his assault of the Great Pyramid was conducted with the dubious and dangerous aid of gunpowder. As I say, Mr. Cottrell's book, which ranges from Herodotus to Sir Flinders Petrie, approaches the story of the Pyramids from a refreshingly new angle, and, incidentally, is an oblique tribute to the ingenuity and toughness of the British archæologist, amateur or professional.

Probably about the end of the fourth millennium B.C. the Sumerians, who occupied Mesopotamia, began to write on clay. During the last half-century thousands of these clay tablets, or fragments of them, have been found, and as a result of the accumulated work of many scholars, including Mr. Samuel Noah Kramer, have been most ingeniously deciphered. From the results Mr. Kramer has produced in "From the Tablets of Sumer" (Falcon's Wing Press; obtainable from W. and G. Foyle, Ltd.), what he calls "twenty-five firsts in man's recorded history," including such things as the first school (and a delightful story of an ingenious schoolboy who, tired of constant caning, persuaded his father to wine and dine his schoolmaster, with happy results); the first law-giver (which makes Moses look a bit of a plagiarist); the first historian; the first astronomer; the first moral ideals; the first "Saint George" to attack a dragon, and so on. The first proverbs are wholly delightful. The scribes noted that "You can have a lord, you can have a king, but the man to fear is the tax collector!" There is many a true word spoken in cuneiform! The Sumerians were evidently an earthy, uninhibited race, and their love-poems would raise the eyebrows of the editors of even our most popular Sunday newspapers, but Mr. Kramer makes out a good case for these people, who vanished from history 5000 years ago, as being the forerunners of human civilisation.

The transcribing of Hittite tablets seems to have given greater trouble than that of the Sumerians. Herr C. W. Ceram, in "Narrow Pass, Black Mountain," translated from the German by Richard and Clara Winston (Gollancz, and Sidgwick and Jackson; 25s.), tells the story of the discovery of the bilingual inscriptions which enabled scholars to decipher this forgotten language. The Hittite Empire reached its zenith as the result of the great

battle of Kadesh in 1296 B.C. between the Pharaoh Rameses II and the Hittite King Muwatallis, and was for a time one of the great powers of the ancient world. This interesting book is copiously illustrated both with photographs and line drawings.

Of the two earlier instalments of "Cities and Men," by Sir Harry Luke (Bles; 25s.), the late Sir Ronald Storrs wrote that they revealed "a singularly unwasted life." The third volume of his autobiography covers the years from 1924-54. Sir Harry has a remarkable capacity for being, as Sir Harold Nicolson once wrote of him, "on the spot in times of difficulty." Sir Harry writes as agreeably and interestingly as ever, and if my old friend Sir Ronald Storrs had lived, he would have found no reason to alter his opinion on this third, but one must hope by no means last, instalment of a delightful autobiography.

E. D. O'BRIEN.

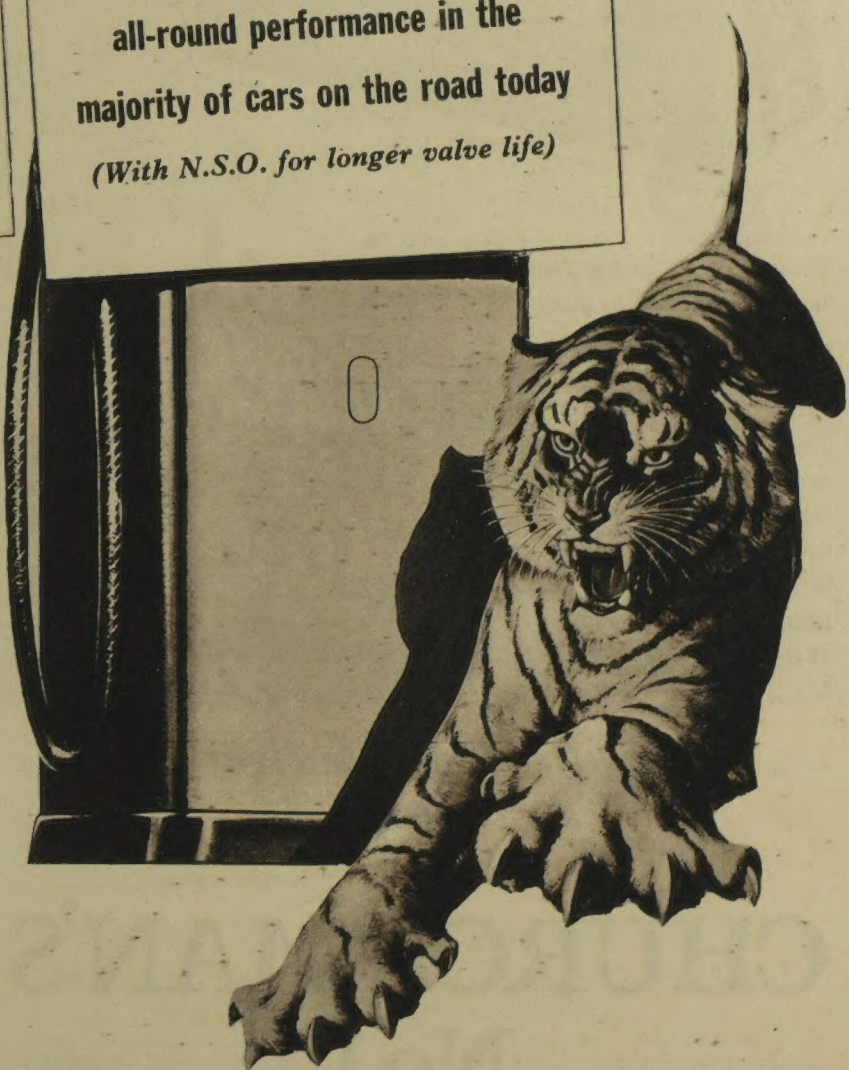
THE FINEST PETROL IN THE WORLD



The superb new petrol
for maximum power from
very high compression engines
(With N.S.O. for longer valve life)



World famous for unbeatable
all-round performance in the
majority of cars on the road today
(With N.S.O. for longer valve life)



the BIGGER cigarette



Try
one
for
yourself

The new, bigger Churchman's No. 1 fully merits the protection given it by the new, hinge-lid pack. Stronger, simpler to open, this new pack accords to these fine cigarettes the permanent protection and freshness they merit. It ensures that the last Churchman's you take from your packet will be as firm, smooth and immaculate as the first.

in the BETTER pack

*The fifteen-minute cigarette
at 4/1d. for 20*

CHURCHMAN'S No.1

You simply
must ~~buy~~ *buy*



If you like digestive biscuits, you'll love Granola! So crisp and good and good-for-you. Just put a plateful out at meals and watch the family clear it.

Made by the makers of the famous Gipsy Creams and Chocolate Vienna.

Granola DIGESTIVE Biscuits

Established 1817

MADE BY MACFARLANE LANG

WILDSMITH HUNT & MEDWIN

ESTABLISHED 1847

6 DUKE STREET
ST. JAMES'S
LONDON S.W.1
WHITEHALL
1623



£9.19.6

BROCHURE AND SELF MEASUREMENT
FORM ON REQUEST

Take Dr. BRIGHTON'S Autumn Tonic

Dr. Brighton's famous blend of fresh, fog-free air and health-giving sun is the perfect prescription for your most refreshing holiday.

Added to this are gay pre-London shows, Southern Philharmonic concerts, golf on any of 5 courses, exciting shops, limitless entertainments. Altogether, Brighton, South of the South Downs, is the finest tonic to give you "holiday health" all the year round. Send 6d. P.O. for Guide and Hotel List from

Director of Publicity
G. F. Johnson
Royal York Buildings, Brighton



RUIZ Isabelita

THE GREAT LADY
OF SHERRIES

In Spain, ISABELITA is a legend. The famous Ruiz created it some hundred years ago in honour of Queen Isabel II and it is literally a *fino* of Kings. Only a very little, unfortunately, comes to England each year; but all of that has the mark of greatness. ISABELITA is worth a connoisseur's trouble.

Ask your wine merchant for it

Write for free handbook on sherry to RUIZ (Dept. IL),
34, Grosvenor Street, W.1

BARON TAKES TEA WITH MAJOR & MRS. GEORGE ASTLEY

His charming family group taken by eminent photographer Baron shows Major and Mrs. George Delaval Astley and their two children, Hugh, aged six and four-year-old Susan. They live at Hatchwood House in Hampshire, one of England's scheduled houses, which was originally an Elizabethan farm house to which was later added a superb Queen Anne façade. Major Astley is son of the Hon. Melton Astley, brother of the 21st Baron, and he is cousin of the present Lord Hastings.



MAJOR ASTLEY: See what you've let yourself in for, Baron. You asked for a family group—and it looks as if you've got one. Hugh's even brought the pony.

BARON: From what Hugh told me earlier, I gather that Tonic is regarded almost as part of the family.

MRS. ASTLEY: Yes, in this family we have hereditary horse-mania.

BARON: Didn't Lord Hastings win the Derby once?

MAJOR ASTLEY: Yes, my grandfather, that was. But the first recorded entry of horses into our family history is a good deal earlier even than that. In 1391 an ancestor of mine, the 3rd Earl of Pembroke came to a sticky end when he was tilting.

BARON: There now, Hugh. There's an Awful Warning. No tilting on Tonic.

HUGH: I don't expect he'd like it very much anyhow. But I think he would like a lump of sugar. Could he, Mummy?

MRS. ASTLEY: Of course darling. And how about you, Baron... another cup of tea?

BARON: Please. And I must compliment you on your blend. Excellent tea.

MRS. ASTLEY: Surely you recognise it? It's Brooke Bond 'Choicest'. I thought it was rather a thing of yours?

BARON: Well I was *pretty* sure—but there was a chance it was a special blend of your own.

MRS. ASTLEY: Goodness no. We get it at the grocer here like everyone else. And it's always beautifully fresh we find... no, Hugh dear. Six lumps is **QUITE** enough for him now.



How B.O.A.C. takes good care of you

Travel by one of B.O.A.C.'s magnificent 4-engined airliners — and you'll quickly discover the full meaning of "*B.O.A.C. takes good care of you*". B.O.A.C. flight crews and cabin staff have over 36 years' experience behind them. On routes linking 51 countries on all 6 Continents, you'll be looked after as never before . . . served with sumptuous food and wines . . . *personally* waited on by courteous, efficient B.O.A.C. Stewards and Stewardesses whose sole aim is *your* comfort and convenience. Just fly once by B.O.A.C., and that's the way you'll *always* want to fly.

Consult your local
B.O.A.C. Appointed Agent
or any B.O.A.C. office.

B·O·A·C 

B R I T I S H O V E R S E A S A I R W A Y S C O R P O R A T I O N